



STAFF REPORT TO THE HEARING EXAMINER

PRELIMINARY SUBDIVISION INCLUDING INTERNAL UNIT LOT SUBDIVISION SHORELINE SUBSTANTIAL DEVELOPMENT SPECIAL USE

APPLICATION NO. LP 19-0001 / SSD 19-001 / SUP 19-001
Tolt River Terrace - MainVue Homes LLC
JULY 10, 2020

Applicant:	MainVue WA LLC 1110 – 11 th Ave NE, Suite 202 Bellevue, WA 98004
Site Location:	3440, 3660, and 3700 Tolt Avenue Carnation, WA Assessor Parcel Nos: 212507-9063, 212507-9062, and 212507-9035
Parcel size:	Combined 33.75 acres
Zoning Designation:	Residential 12 (R12)
Comprehensive Plan Designation:	High Density Residential (HDR)
Flood Zone:	Partial AE Zone
Critical Areas/Shorelines:	Tolt River, Shoreline & Critical area
Access:	State Route 203
Date Application Received:	May 29, 2019
Date Notice of Complete Application Issued:	June 19, 2019
Date Notice of Application Issued:	July 3, 2019
Comment Period Ended:	July 19, 2019 (August 5, 2019 for SSD)
Date SEPA Issued:	November 1, 2019
SEPA Comment period ended:	November 15, 2019
Date Modified Application Received:	January 23, 2020
Date Notice of Modified Application Issued:	February 14, 2020

Comment period ended:	February 28, 2020
Hearing Examiner Public Hearing Date:	July 22, 2020
Staff Recommendation:	Approve with conditions

I. Description of Proposal / Background

Request: The applicant has submitted an application for preliminary subdivision approval to divide approximately 33.75 acres into 141 lots. Eighty-four lots are for single-family detached units, and the remaining lots are divided between 49 townhouses and 8 duplex units. The preliminary plat includes a unit lot subdivision for the townhouse and duplex units. The proposal includes the construction of infrastructure improvements to support the development including, but not limited to, local access roads, utility mains, and stormwater facilities. Water and sewer will be provided by the City of Carnation. Two new roads will serve the proposed plat. Housing is proposed as a mixture of duplexes, townhomes, and single-family units. Single-family lots will range in size from 4,000 to 6,919 square feet. The submittal also included a Shoreline Substantial Development Permit request and Special Use Permit request.

Location: The subject properties are located at 3440, 3660, and 3700 Tolt Avenue, situated adjacent to the east side of State Route 203. Properties to the north include Tolt Middle School and the Eastside Fire and Rescue Station and are zoned R6 and R12 respectively. Immediately east of the subject properties is the Snoqualmie Trail. To the west across State Route 203 is Tolt McDonald Park, a King County park facility, and to the south are properties owned by King County and a part of the Lower Frew levee along the Tolt River.

Access: Access to the proposed subdivision will be from two new roadways connecting to State Route 203. One will be located along the northern boundary of the property, to the north of the fire station. The other will be located south of the fire station, north of the county park's existing south driveway. There will be interior connectivity and the interior roadways will terminate in cul-de-sacs. There will be alleys in tracts that serve the proposed townhome properties to the front of the subdivision.

Property Characteristics: The topography of the subject properties are generally flat with trees, shrubs, and other vegetation. There is an existing concrete processing facility and office space that will be removed when the property is subdivided. The Tolt River is south of the subject properties, but its Channel Migration Zone and associated critical area and shoreline buffer extends onto the southern portion of the site. There are three existing manmade stormwater ponds located on the southern portion of the property that will not be impacted nor used as part of this proposal. Portions of the site are located within the floodway and the AE floodplain. The majority of the property is located completely outside of the floodplain. No structures will be constructed within the floodway or the floodplain. The south entry of the site is within the gateway area of the City.

Project History: The Hearing Examiner approved a Site-Specific Rezone for the subject properties after a public hearing on December 10, 2019. The subject properties were previously zoned Light Industrial/Manufacturing and Service Commercial. The rezone, approved in the

Hearing Examiner's decision dated December 23, 2019, assigned the now current zoning of R12. (Exhibit 35).

II. Findings and Conclusions

Criteria for Approval: Review and preliminary determination for this subdivision, shoreline substantial development permit, and special use permit requires consistency with the following:

- CMC 15.09, Local Project Review
- CMC 15.10, Public hearings
- CMC 15.16, Subdivisions
- CMC 15.18, Land Use Approvals
- CMC 15.40, Permissible Uses
- CMC 15.48, Density and Dimensional Regulations
- CMC 15.56, Streets and Sidewalks
- CMC 15.60, Utilities
- CMC 15.64, Floodways, Floodplains, Drainage, and Erosion
- CMC 15.72, Parking
- CMC 15.76, Screening, Landscaping, and Trees
- CMC 15.88, Critical Areas
- CMC 15.92, City of Carnation Shoreline Master Program
- CMC 15.96, Design Standards
- City of Carnation Design Standards and Guidelines
- City of Carnation Comprehensive Plan

Chapter 15.09 – Local Project Review

Section 15.09.040 – Optional consolidated permit review

This section allows an applicant to elect a consolidated permit review process, in which review for all permits follows the single process, using the highest numbered procedure type that applies to any of the applications.

Finding: The permits have been consolidated for processing using the preliminary subdivision procedures.

Section 15.09.050 – Project permit application framework

This section outlines the review and approval process for each type of permit application.

Finding: A Preliminary Long Plat approval is a Type IV permit application which requires an Open Record public hearing before the Hearing Examiner. The shoreline substantial development permit and special use permit are Type II permits. Following the consolidated permit review process, the Hearing Examiner will then make the decision on the applications. The Type IV review process also requires a Determination of Completeness and a Notice of Application. The Determination of Completeness was issued on June 19, 2019 (Exhibit 23) and the first Notice of Application was issued on July 3, 2019. (Exhibit 24). A follow up Notice of Application was issued on February 14, 2020. (Exhibit 36).

Section 15.09.180 – Posting Requirements

This section outlines the posting requirements for notice boards located on site and which must be completed by the applicant within 3 days of issuance of Notice of Application. It outlines what the sign must look like/size/content/etc.

Finding: The applicant posted the July 3, 2019 Notice of Application (Exhibit 24) on site as well as the Notice of Modified Application on February 14, 2020 (Exhibit 36). The applicant also posted the July 2, 2020 Notice of Preliminary Plat Public Hearing on site. (Exhibit 39).

Section 15.09.190 – Published Requirements

- A. For all public notices required to be published, except for notices of application for shoreline master program permits and annexation, notice shall be published at least one time.
- B. For notices of application for shoreline master program permits, notice shall be published at least once a week on the same day of the week for two consecutive weeks.

Finding: The first Notice of Application was published on July 3, 2019 (Exhibit 24) and was published again on July 10, 2019. The second Notice of Application (which was optional) published on February 14, 2020. (Exhibit 36).

Section 15.09.200 – Mailing Requirements

The Notice of Application for the entire proposal was issued on July 3, 2019 (Exhibit 24) and mailed to all parties as required under this section. A second optional Notice of Application for the Preliminary Plat was issued on February 14, 2020. (Exhibit 36).

Chapter 15.10 – Public Hearings

Section 15.10.10 – General – When Required

(A)(2): All Type IV and Type IVA project permit applications shall require an open record public hearing before the city's land use hearing examiner.

Section 15.10.020 – Responsibility of city planner for hearing

(C): Prepare a staff report on the project permit applications, which shall be a single report stating all of the decisions made as of the date of the report, including recommendations on project permits in the consolidated permit process. The report shall state any mitigation required or proposed under the development regulations or the city's authority under SEPA. If the threshold determination other than determination of significance has not been issued previously by the city, the report shall include or append this determination. The report shall include a written recommendation to the hearing examiner. The staff report shall be transmitted to the hearing examiner and available to the public at least ten calendar days prior to the hearing. In the case of a Type I or II project permit application, this report may be the permit.

Finding: A Preliminary Long Plat approval is a Type IV permit application which requires an Open Record public hearing before the Hearing Examiner. The shoreline substantial development permit and special use permit are Type II permits. Following the consolidated

permit review process, the Hearing Examiner will then make the decision on the applications. Staff presents this report to the hearing examiner.

Section 15.10.030 – Notice of public hearing

Finding: The Notice of Public Hearing for the Preliminary Plat, Shoreline Substantial Development, and Special Use Permits was published on July 3, 2020 and July 10, 2020 (Exhibit 24) and sent to all parties of record, adjacent property owners, and agencies with jurisdiction during the week of June 22, 2020. (Exhibit 40).

Chapter 15.16 – Subdivisions

Part II. Formal Subdivisions

Section 15.16.220

New residential subdivisions are encouraged to incorporate the following design goals in order to promote livable neighborhoods that are integrated into existing development.

- A. New residential projects should be designed to integrate with the surrounding neighborhood. Wherever possible, new subdivisions should be designed so that individual separately designed projects work together to create distinct neighborhoods rather than disjointed or isolated enclaves.

Finding: The proposed development is located in an area of the city that is currently underserved with housing units and has recently been rezoned to Residential 12. While it does not abut any existing residential neighborhoods, it is adjacent to Tolt Middle School, and will provide 141 single-family residences, duplexes, and townhome units, so will be a neighborhood in itself and blend with the residential character and current offerings within the City of Carnation.

- B. New subdivisions adjacent to planned or existing parks or other public open spaces should maximize visibility and pedestrian access to those areas.

Finding: The site is across the street from Tolt McDonald County Park, and is adjacent to Snoqualmie Valley Trail, with a drainage facility tract abutting the Trail. Future trail connections are expected in subdivision Tract K, following acquisition of Tract K by King County, and King County's completion of the Lower Frew Levee setback project. The site is also adjacent to Tolt Middle School, and the planned subdivision Tract N, a 15' wide utility easement, also provides pedestrian connectivity to the school, ballfields and track. Access to the Snoqualmie Valley Trail must be provided from the development.

- C. Wherever feasible, new public streets and sidewalks should be aligned with and connected to those of adjacent developments, in accordance with this chapter and Chapter 15.56 CMC Streets and Sidewalks.

Finding: This development will not abut any existing residential neighborhoods but instead will take its access from two points along Tolt Avenue (SR 203). The interior looping public road

system has been designed in accordance with City standards for curb, gutter, and sidewalk on both sides of the paved vehicle lanes.

- D. Subdivision design should provide for pedestrian connectivity within each project as well as to adjacent neighborhoods, nearby schools and parks, and to transit. All streets and sidewalks should be designed to provide safe and pleasant conditions for pedestrians, the disabled, and cyclists.

Finding: As stated above, this development does not abut any other residential neighborhoods. There will be interior streets and sidewalks, as well as frontage improvements, provided as per code. The roads have been designed based on a 48' right-of-way which includes two paved 14' travel lanes, 0.5' raised curb and 5.5' sidewalk on both sides. Tract N will provide a pedestrian connection to Tolt Middle School and associated ballfields and track.

- E. The length of block faces between intersecting streets should be as short as possible, ideally not more than four hundred feet, to enhanced pedestrian connectivity.

Finding: The initial block from Tolt Avenue to Road B surrounding the fire station is approximately 400 feet. The next block (from Road B to Road D) is less than 200 feet. The block to the east is approximately 200 feet.

- F. To the extent possible, developments should be configured to face streets and not back up to them. Where subdivisions must back up to existing streets or arterials, and a fence is provided, a minimum ten-foot landscape buffer shall be required to screen any tall fences. Landscaping shall follow the requirements of Chapter 15.76 CMC Screening, Landscaping, and Trees.

Finding: All proposed units will face the street and not back up to any street or arterial. The townhouse units will have rear access provided by the alleys.

- G. Single loaded streets (i.e. those with residential development on one side and open space on the other) should be used to provide public access and visibility of natural open spaces, public parks, or schools, as well as buffering homes from parks and schools. Where single loaded streets are both feasible or desirable, other methods that provide similar access and visibility may be used, including private streets, bike and pedestrian paths, or the placement of private common open space or recreation facilities adjacent to the public open space.

Finding: For approximately 500', Road A would be considered a single-loaded street in that there are homes only on one side and the drainage facility on the other, which provides visibility to the Tolt River CMZ/buffer area to the south. There is also a drainage facility at the far east of the development, providing a buffer between residences and the Snoqualmie Valley Trail. There will also be access and visibility to the Tolt River CMZ/buffer area provided in this area, in particular via an expected levee trail to be constructed in Tract K following acquisition by King County and completion of the County's levee improvements.

- H. The use of cul-de-sacs should be avoided wherever possible. If cul-de-sacs are necessary, pedestrian access and/or bikeway should be provided between private parcels to connect with an adjacent cul-de-sac, street, park, or open space, if applicable.

Finding: There is one single 45.5' radius cul-de-sac proposed for the development, at the easternmost portion of the subdivision serving 9 lots. There are no other cul-de-sacs in the areas, so no connectivity is necessary. Nearby, Tract N provides pedestrian access to Tolt Middle School and associated ballfields and track. Access must be provided to the Snoqualmie Valley Trail from the development.

- I. Alleys may be provided for garage access. Otherwise, individual lots are encouraged to be wide enough to accommodate garages at the side or rear of the lot, to minimize the appearance of street frontage that is dominated by garages and pavement.

Finding: Tracts B, E, F, G, and I are alleys that have been designed to provide rear garage access to the townhomes and duplex units. All detached single-family lots have been designed to meet the required minimum lot width of 40'.

- J. Where a new subdivision adjoins an existing subdivision or neighborhood, perimeter buffers, fences and landscaping may be required when these features serve to mitigate any adverse impacts of the new subdivisions on adjoining neighborhoods.

Finding: This criterion does not apply as the development does not adjoin an existing subdivision or neighborhood.

Section 15.16.250 – Complete Application

The application packet submitted on May 29, 2019, included the following materials:

- Master Land Use Application Form (Exhibit 1)
- Preliminary plat maps* (Exhibit 6)
- SEPA Checklist* (Exhibit 5)
- SSDP Permit checklist/applicant analysis* (Exhibit 3)
- Stormwater Site Plan (Exhibit 21)
- Traffic Impact Analysis* (Exhibits 15, 16)
- Title Report (Exhibit 43)
- Segregation documents (Exhibit 12)
- 300' adjacent property owner list (Exhibit 14)
- Vicinity map (exhibit 13)
- Legal description (Exhibit 11)
- Plat name reservation
- Certificate of Sewer Availability (Exhibit 10)
- Certificate of Water Availability (Exhibit 9)
- Floodplain Habitat Assessment* (Exhibit 18)
- Critical Areas Report* (Exhibit 17)
- Stormwater Infiltration Evaluation (Exhibit 20)
- Assessor Map (Exhibit 13)
- With October 2019 submittal: Flood Analysis* (Exhibit 19)
- With January 2020 submittal: Typical SFR layout (Exhibit 8)

- With January 2020 submittal: Townhouse/duplex schematic design (Exhibit 7)
*Has been updated over the course of the review process

Finding: A Notice of Complete Application was issued on June 19, 2019. (Exhibit 23).

Section 15.16.280 – Requirements for Noticing

Public hearings shall be conducted pursuant to the procedures established in CMC Chapter 15.10

Finding: See Section 15.10 analysis above. The public hearing procedures have been met.

Section 15.16.295 – Preliminary plat application – Staff Review

- A. The city planner shall evaluate the proposal in relation to the requirements for a complete application found in Section 15.16.250 CMC, existing level-of-service, capacity of infrastructure, community facilities, and all applicable criteria for preliminary plat approval under this title and Chapter 58.17 RCW. This evaluation shall be summarized in a determination of consistency which shall be a part of the staff report.
- B. Staff review shall consider the environmental impacts of the project, and whether these impacts will be mitigated by the city's applicable development regulations.

Finding: The City Planner has evaluated this proposal and weighed it against the applicable development standards referenced herein. A request for agency comment was forwarded to the Building Official, City Engineer, Fire Marshal, and Public Works Superintendent who reviewed the proposal for meeting the existing level of service, capacity of infrastructure, and community facilities. Staff has also considered the potential for environmental impacts and found that most impacts will be mitigated by the city's applicable development regulations, and the mitigation measures provided in the MDNS issued November 1, 2019 (Exhibit 27) will ensure that all potential impacts can be mitigated for. Therefore, as conditioned herein, staff forwards this staff report to the Hearing Examiner for consideration.

Section 15.16.300 – Hearing Examiner review

- A. A written report shall be prepared in each case. The record may be in the form of a staff report of written document and shall indicate staff recommendation whether the preliminary plat application shall be approved, approved with conditions, or denied.
- B. The hearing examiner shall review the preliminary plat and staff recommendation and shall consider adoption or rejection of the recommendation to ensure conformance with the general purpose of the provisions of this title, Title 12, Streets, Sidewalks, and Public Places, and other adopted administrative rules and regulations. The hearing examiner's decision shall include findings of fact and conclusions to support the decision.

Finding: City staff submits this written report and recommendation with attached exhibits for review and consideration by the Hearing Examiner. The Hearing Examiner will hear this matter in a duly noticed public hearing at which public testimony may be entered into the record. The Hearing Examiner's decision will be based on conformance with the general purpose of Title 15 CMC, Land Use, Title 12, Streets, Sidewalks, and Public Places, as well as any other administrative rules and regulations.

Section 15.16.310 – Preliminary plat approval

Hearing Examiner approval of the preliminary plat shall establish the basis upon which the applicant may proceed with development of the subdivision and preparation of the final plat subject only to all the conditions of preliminary approval imposed on the preliminary plat.

Section 15.16.330 – Preliminary plat time limitations

- A. A preliminary plat shall be valid for the periods specified by Chapter 58.17 RCW, including any future amendments thereto. If any condition is not satisfied and the final plat is not recorded within the approval period, the preliminary plat shall be null and void. If all conditions have been satisfied and all required documents have been submitted within the approval period, the department may grant a single extension of up to ninety days to obtain additional information for the processing and recording of the final plat documents.
- B. If the final plat is being developed in phases and the final plats for all the phases have not been recorded within the time limits provided in this section, preliminary plat approval for unrecorded phases shall become void. A preliminary plat for any unrecorded subdivisions must again be submitted to the city with a new application.
- C. In granting administrative extensions authorized pursuant to subsection A of this section, the city may administratively impose additional conditions for final approval, consistent with current city-adopted ordinances and standards.

Finding: The preliminary approval of this application will be valid for a period of five (5) years from the date of preliminary approval. If all conditions have not been completed and a final plat has not been approved and filed within that period of time, the approval will expire and become null and void. No work shall be allowed until all required plans and permits have been approved and a pre-construction meeting between the applicants, their contractors, and city staff has been held. No site disturbing development activities may commence until such time as all permits related thereto have been approved by the City of Carnation.

Section 15.16.340 – Final plat to conform with preliminary plat

- A. Following preliminary plat approval, the developer is in position to go ahead with the improvement with the assurance that the final plat will be approved pursuant to the requirements in CMC Chapter 15.09.
- B. The department may approve minor changes or revisions as are deemed necessary to the interest and needs of the public, consistent with the adopted policies and standards of the city.
- C. Subsequent approval of the engineering details of the proposed streets, storm drainage, sanitary sewer and water systems, and other proposed public facilities by the department and city engineer shall be required prior to approval of the final plat.

Finding: This will be a condition of preliminary plat approval.

Part IV. Unit Lot Subdivision**Section 15.16.461 – Purpose**

The purpose of these provisions is to allow an alternative method of subdividing individual cottages, duplex, and townhouse units on a parent site, while applying only those density and

dimensional standards to the parent site as a whole, rather than to individual unit lots resulting from the subdivision.

Finding: The applicant is utilizing the unit lot subdivision provisions for the proposed townhouse and duplex units within the development.

Section 15.16.465 – Application Procedure

Unit lot subdivisions of four or fewer lots shall be processed as short plats and all others shall be processed as formal subdivisions according to the associated permit types in CMC Chapter 15.09. Concurrently with an application for a unit lot subdivision, the applicant shall submit for city approval a development plan demonstrating compliance with the applicable requirements of this part. The development plan shall be processed using the same procedures applicable to the unit lot subdivision.

Finding: The applicant submitted the unit lot subdivision development plan within and as part of the preliminary plat for the overall development. Both are being reviewed concurrently as part of this process.

Section 15.16.467 – General regulations

A. A unit lot subdivision shall satisfy:

1. Lot and density standards applicable to the underlying zoning district (as applied to the parent site and not to individual unit lots).
2. CMC 15.96.060 for any duplexes
3. CMC 15.96.080 for any proposed cottage units
4. Townhouse design standards within the Carnation Design Standards and Guidelines for any townhouse buildings.
5. Other provisions of this title as applicable to the development.

Finding: The proposed density for the entire project, including the townhome and duplex lots nos. 85 to 141 created by the unit lot subdivision, is 11.66 dwelling units per acre which meets the required density provisions of the R12 zone.

There are no cottages proposed as part of this development.

The remaining provisions listed above are reviewed elsewhere in this staff report.

B. Portions of the parent site not subdivided for individual unit lots shall be owned in common by the owners of the individual lots, or by a homeowners' association comprised of the owners of the individual unit lots located within the parent site. A homeowners' association shall be created for the maintenance of any shared required outdoor area or other open space, shared parking areas, and other common use areas, buildings, and utilities within the development.

Finding: Alley access tracts B, E, F, I, and K will be owned in common by the 49 townhouse and 8 duplex lot owners. An HOA will be created prior to final unit lot subdivision recording.

- C. Maximum impervious area of the aggregate buildings and other hard surfaces located upon the parent site shall not exceed the maximum impervious area permitted by the underlying zone.

Finding: Townhouses and multifamily uses within the R12 zone are allowed up to 80% impervious lot coverage.

- D. Individual unit lots are subject to applicable setback requirements in CMC Chapter 15.48 Table 1 except for interior side yard lot lines, provided that:
1. Detached buildings on separate individual unit lots shall be located no less than ten feet apart.
 2. Lots located on the perimeter of a unit lot subdivision are subject to the interior side yard lot lines set forth in CMC Chapter 15.48, Table 1.

Finding: This will be a requirement that will apply at the building permit stage.

- E. As applicable, access easements, joint use and maintenance agreements, and covenants, conditions, and restrictions identifying the rights and responsibilities of property owners and/or the homeowners association shall be executed for use and maintenance of common garage, parking and vehicle access areas; on-site recreation; landscaping; utilities; common open space; exterior building facades and roofs; and other similar features, and shall be recorded with the county auditor's office. Each unit-lot subdivision shall make adequate provisions for ingress, egress, and utilities access to and from each individual unit lot created by reserving such common areas or other easements over and across the parent site as deemed necessary to comply with all other design and development standards generally applicable to the underlying zoning district and consistent with the unit lot subdivision's approved development plan.

Finding: This will be a requirement for final unit lot subdivision approval.

- F. Notes shall be placed on the plat recorded with the county auditor's office to acknowledge the following:
1. Approval of the design and layout of the development plan was granted by the review of the development, as a whole, on the parent site (stating the subject project file number if applicable);
 2. Subsequent platting actions, additions or modifications to the structure(s) may not create or increase any nonconformity of the parent site as a whole, and shall conform to the approved development plan;
 3. If a structure or portion of a structure has been damaged or destroyed, any repair, reconstruction or replacement of the structure(s) shall conform to the approved development plan;
 4. Additional development of the individual lots may be limited as a result of the application or applicable development standards to the parent site.

Finding: Alley access tracts B, E, F, I, and K will provide vehicular access to garages in the rear of the townhouse unit lots. Pedestrian access to the porches at the front of the lot will be from the sidewalks constructed within the public right-of-way.

This criterion will be a requirement for final unit lot subdivision approval.

Section 15.16.730 - Approval of the development proposal

- A. No final development proposal shall be approved by the department, no building permit issued for site plans, and no certificate of occupancy of other permit issued, until all grading, paving of the streets, installation of curbs, sidewalks, monuments, sanitary and storm sewers, street lights, water mains, street signs, and other improvements approved or required by the department are installed in accordance with the city standards and approved by the city engineer and the director.

Finding: The City of Carnation's subdivision ordinance provides minimum standards for all new divisions of land within the city. In addition to fulfilling the goals and policies of the Carnation Comprehensive Plan, these standards are established to fulfill the platting requirements of the State of Washington set forth in RCW 58.17. Among these city standards, a potable water source, adequate means of sewage disposal, provision for utilities, fire protection, and adequate safe pedestrian and vehicular access are essential to granting approval of a proposed land division.

Prior to final plat approval, all improvements must be installed to City of Carnation standards or as otherwise approved by the City Engineer. As per CMC 15.16.740(B), a performance bond may be utilized in lieu of (1) installation of street trees, (2) installation of sidewalks, (3) installation of the final lift of pavement; and (4) installation of landscaping and critical areas plans. If a performance bond is utilized, these improvements must be completed in full within one year of date of approval of the development proposal. All other improvements, except those listed herein, must be completed prior to final plat approval.

Chapter 15.40 – Permissible Uses

Table 1, Table of Permitted Uses, lists single-family detached residences, duplexes, and townhomes as outright allowed in the R12 zone.

Footnote 6: Lots shall integrate a mixture of at least three different housing types and no single housing type may occupy more than 60 percent of the total dwelling units on a lot. For new subdivisions, this standard shall apply to the whole subdivision rather than each lot in the subdivision. Conditions on the plat shall be provided to ensure conformance with this standard for a period of ten years from the date of final subdivision approval. Applicable housing types:

- a. Single family detached residences
- b. Cottage housing units. For the purposes of complying with this housing mix standard, each individual cottage shall count as a separate dwelling unit for the purpose of calculating density.
- c. Townhouse
- d. Duplex
- e. Multifamily
- f. Assisted living facility. For the purposes of complying with this housing mix standard, a dwelling unit is defined as a place of residence per room. For a facility where residents have individual rooms that open onto central corridors, each room is considered a uni.

Similarly, a room that opens onto a central corridor and contains two patient beds should also be considered one dwelling unit.

Note: dwelling units in a senior housing development shall be counted based on the housing type defined above they utilize.

Exceptions: For lots less than ten gross acres in area as of the adoption date of this ordinance, at least two housing types shall be utilized, and no single housing type may occupy more than 80 percent of the total dwelling units on a lot. Lots less than five gross acres in area as of the effective date of this ordinance are exempt from the requirements of this Note 6.

Finding: The current preliminary plat is for 84 detached single-family units, 49 attached townhouse units, and 8 attached duplex units for a total of 141 residential dwelling units, in three different types. The percentage of detached single-family units is less than 60%, and no type of dwelling unit exceeds 60% of the total

Footnote 7: Duplexes and townhouses are permitted only when served by alley or other shared access where garages do not face the street.

Finding: The townhouse and duplex units are clustered near the center and westerly portion of the site and will have garage access from a 20' wide alley shown as Tracts B, E, F, G, and I on the site plan.

Chapter 15.48 – Density & Dimensional Regulations

Section 15.48.010 – Minimum lot size requirements

Subject to the provisions of Sections 15.48.070 (Cluster subdivisions), 15.48.080 (Architecturally integrated subdivisions), 15.48.094 (Density on lots created through short subdivision where portion dedication to city for right-of-way), all lots in the following zones shall have at least the amount of square footage indicated in Table I – Table of Density and Dimensional Standards codified at the end of this chapter.

Section 15.48.020 – Residential density

Subject to the provisions of CMC 15.16.060, CMC 15.16.070, CMC 15.16.230, and CMC 15.16.240, every lot developed for residential purposes shall have the number of square feet per dwelling unit indicated in Table I – Density and Dimensional Standards. In determining the number of dwelling units permissible on a tract of land, fractions shall be rounded to the nearest whole number

Section 15.48.030 – Minimum lot widths

- A. No lot may be created under the provisions of this title that is so narrow or otherwise so irregularly shaped that it would be impracticable to construct on it a building that:
 - 1. Could be used for purposes that are permissible in that zoning district; and
 - 2. Could satisfy any applicable setback requirements for that district.
- B. Without limiting the generality of the foregoing standard, Table I indicates minimum lot widths that are recommended and are deemed presumptively to satisfy the standard set forth in subsection A of this section. The lot width shall be measured along a straight line connecting points A and B, where point A is the midpoint of the shorter side property line

and point B is the point on the opposite side property line measured an equal distance from the front property line as point A.

- C. No lot created after the effective date of this title that is less than the recommended width shall be entitled to a variance from any building setback.

Section 15.48.040 – Building setback requirements

- A. Subject to Sections 15.48.050 (Accessory building setback requirements) and 15.48.080 (Architecturally integrated subdivisions) and the other provisions of this section, no portion of any building or any freestanding sign may be located on any lot closer to any lot line or than is authorized in Table I, unless a variance is granted.
 - 1. As used in this section, the term “building” includes any substantial structure which by nature of its size, scale, dimensions, bulk, or use tends to constitute a visual obstruction or generate activity similar to that usually associated with a building. Without limiting the generality of the foregoing, the following structures shall be deemed to fall within this description:
 - a. Gas pumps and overhead canopies or roofs;
 - b. Fences and hedges running along lot boundaries adjacent to public street rights-of-way if such fences and hedges exceed forty-two inches, except that the setback for fences and hedges up to six feet high shall be ten feet from the right-of-way along exterior side yard lot boundaries adjacent to public streets provided that the area between the right-of-way and fence are well landscaped and maintained by the property owner.
- C. Setback distances shall be measured from the street right-of-way line, or where no street right-of-way line exists, from the property line, to a point on the lot that is directly below the nearest exterior wall of the building.
 - 1. Eaves, bay windows and chimneys that are permanently incorporated into the building may encroach up to eighteen inches into the applicable setback area; provided, that such features shall not encroach within any area covered by a public or private easement, and shall not extend over any lot line. Bay windows that encroach into the setback shall be limited to two per building façade and each shall not exceed eight feet in width.

Section 15.48.060 – Building height limitations

- A. For purposes of this section:
 - 1. The height of a building shall be the vertical distance measured from the mean elevation of the finished grade at the front of the building to the mid-point between the ridgeline and the eaves of the building for gable, hop and gambrel roofs; the vertical distance from finished grade to the top of the highest roof beams on a flat or shed roof; and to deck level on a mansard roof.
 - 2. A point of access to a roof shall be the top of any parapet wall or the lowest point of a roof’s surface, whichever is greater. Roofs with slopes greater than seventy-five percent are regarded as walls.
- B. Subject to the remaining provisions of this section, building height limitations in the various zoning districts shall be as listed in Table I.
- C. Subject to subsection D of this section, the following features are exempt from the district height limitations set forth in subsection B of this section:

1. Chimneys, church spires, elevator shafts, and similar structural appendages not intended as places of occupancy or storage.
 2. Flagpoles and similar devices;
 3. Heating and air conditioning equipment, solar collectors, and similar equipment, fixtures, and devices.
- D. The features listed in subsection C of this section are exempt from the height limitations set forth in subsection B of this section if they conform to the following requirements:
1. Not more than one-third of the total roof area may be consumed by such features
 2. The features described in subsection (C)(3) above must be set back from the edge of the roof a minimum distance of one foot for every foot by which such features extend above the roof surface of the principal building to which they are attached.
 3. The permit-issuing authority may authorize or require that parapet walls be constructed (up to a height not exceeding that of the features screened) to shield the features listed in subsection (C)(1) and (C)(3) of this section from view.
- E. Notwithstanding subsection B of this section, in any zoning district the vertical distance from the ground to a point of access to a roof surface of any nonresidential building or any multifamily residential building containing four or more dwelling units may not exceed thirty-five feet in height unless the fire chief certifies to the permit-issuing authority that such building is designed to provide adequate access for fire fighting personnel or the building inspector certifies that the building is otherwise designed or equipped to provide adequate protection against the dangers of fire.
- F. Towers and antennas are allowed in all zoning districts to the extent authorized in CMC Chapter 15.98.

R12 Zone	Minimum Lot Size (for detached SFR lots)	Minimum lot width (for detached SFR lots)	Minimum Residential Density per net acre	Maximum Residential Density per net acre
Required	2,500	40'	8	12
Proposed	Minimum 4,000	Minimum 40'	11.66	11.66

Footnote 1: A "net" acre excludes any space that would not be factored into computing minimum lot size, such as right-of-way and open space tracts. If there is any conflict between the number of dwelling units allowed in a development project by density and minimum lot size requirements, the more restrictive (lower number of units) regulation shall apply.

Finding: The proposed density as shown in the above table is 11.66 dwelling units per acre for the entire site. The minimum lot size proposed for the single-family lots is between 4,000 square feet and 6,919 square feet. The minimum lot width for the single-family lots is between 40' and 66'.

The townhouse and duplex lots are subject to the requirements under the Unit Lot Subdivision provisions, reviewing under Chapter 15.16, Subdivisions, of this staff report.

Maximum lot coverage	Maximum Building Height	Front Yard setback	Side Yard Setback	Street Site Yard Setback	Rear Yard Setback
65%	25'	15', 10' with alley access	5'	10', 20' where adjacent to an arterial	20' or 20% of lot, whichever is smaller

Footnote 12: No more than five townhouse units per building.

Footnote 19: The maximum impervious area for townhouses and multifamily uses is 80%.

Findings: There are several footnotes, in addition to those listed above, that apply as well as provisions in other sections for unit lot subdivisions, duplexes, and townhomes. At the time of building permit, staff will review the proposal to ensure all setbacks, lot coverage, and height limitations are met.

Chapter 15.56 – Streets and Sidewalks

- 15.56.010 – Street dedication
 - 15.56.020 – Costs of right of way installation and improvements
 - 15.56.030 – Access to lots
 - 15.56.050 – Entrances to streets
 - 15.56.070 – Relationship of streets to topography
 - 15.56.080 – Street width, sidewalk, and drainage requirements in subdivisions
 - 15.56.090 – General layout of streets
 - 15.56.100 – Dead end streets/cul-de-sacs
 - 15.56.120 – Street intersections
 - 15.56.130 – Construction standards and specifications
 - 15.56.140 – Construction drawings required prior to installation
 - 15.56.170 – Right-of-way improvements and dedication to precede development or building
 - 15.56.210 – Street names and house numbers
- Street and storm sewer system improvements shall be consistent with the City's 2018 Street and Storm Sewer System Standards and the 2014 DOE Stormwater Manual for Western Washington.
 - New access to SR-203 will require WSDOT acceptance. Chapter 47.50 RCW and Chapters 468-51 and 468-52 WAC are adopted by CMC 12.10.030. Conformance is required.
 - Frontage improvements along Tolt Ave (SR-203) are required and shall be consistent with the recommendations of the City of Carnation Tolt Ave Action Plan, February 2013. Planned improvements for Tolt Ave (SR-203) consist of but are not limited to curb and gutter, storm drain facilities, illumination, grading, a pedestrian bridge, a minimum five-foot wide landscaped planting strip and a 12-foot wide non-permeable concrete shared-use path (greenway) with a minimum two-foot graded area on each side of the path. Existing utility poles shall be relocated to the planting area or to a utility easement east of the greenway.

ADA compliant curb ramps are required at the intersection of Tolt Ave (SR-203)/ROAD A and Tolt Ave (SR-203)/ROAD C. The developer shall be responsible for obtaining all necessary permits from WSDOT including compliance with CMC 12.10.030.

- Street lighting system shall be a complete system which is typically designed by Puget Sound Energy. All new wiring, conduit, and service connections shall be located underground. LED street illumination design shall be submitted conforming to PSE/Intolight requirements. Street lights shall be provided at intersections and all street lighting fixtures shall meet standards to prevent light spill. Developer shall submit proposed street light locations and system design to the City for review and acceptance. Maintenance and payment for illumination along all Plat streets shall be the responsibility of the HOA or jointly shared by the owners of the development. [CMC 15.60.300]
- The minor collector streets ROAD A (west of ROAD B), ROAD B, and ROAD C (west of ROAD B) shall have a minimum street section of 6' sidewalk, 0.5' curb, 10' parking lane, 12' travel lane, 12' travel lane, 0.5' curb, and 6' sidewalk. The local streets ROAD A (east of ROAD B), ROAD C (east of ROAD B), ROAD D, and ROAD E shall have a minimum street section of 6' sidewalk, 0.5' curb, 9' parking lane, 10' travel lane, 10' travel lane, 0.5' curb, and 6' sidewalk. Street sections shall conform to the right-of-way standards in the City of Carnation Street and Storm Sewer Standards. The right-of-way width for ROAD B may be reduced to 48-ft if 10-ft wide utility easements are provided along both sides of the right-of-way. [Carnation Street Standards]
- Underground electrical and communication lines shall be installed behind the sidewalks in utility easements a minimum 10-ft wide.
- A paved cul-de-sac radius of 45-feet minimum is required at the end of ROAD C. [Carnation Street Standards]
- Sight distance triangles shall be provided showing sight distance at all intersections including the Tolt Ave (SR-203) intersections. Areas within the triangles shall be clear of sight-line obstructions.
- Residential driveways shall be Type 1, consistent with WSDOT Standard Plan F-80.10-4. Driveway widths shall not exceed 18-feet wide or be less than 10-feet wide. [CMC 15.56.050]
- Placement of mailbox structures shall be in conformance with Postal Service requirements, Post Master's approval of mailbox type and locations is required prior to construction start.
- No portion of a cement concrete driveway, including for single-family homes, townhomes, and duplexes, shall be within 5-feet of the adjacent property lines. [Carnation Street Standards]

Chapter 15.57 – Transportation Concurrency Requirements

The applicant submitted a Traffic Impact Analysis dated November 2018 (Exhibit 20) and Supplemental Memo dated January 13, 2020 (Exhibit 21). These documents analyzed the level

of service for the development and found no adverse impacts to the affected intersections. Findings of concurrency will occur at the time of building permit for each lot within the subdivision. The building permit will be reviewed against the approved Traffic Impact Analysis and the provisions of this chapter.

Chapter 15.60 – Utilities

Section 15.60.100 – Sewage disposal facilities required.

Every principal use and every lot within a subdivision shall be served by a public or private sewage disposal system that is adequate to accommodate the reasonable needs of such use or subdivision lot and that complies with all applicable health regulations. Such uses or subdivision lots shall be connected to a sewage disposal system before the completion of the construction of such building or structure or, under special circumstances and with the Public Works Director's authorization, before any occupancy or use thereof.

Findings:

- The sanitary sewer improvements shall be designed by the Developer per the City of Carnation's Combined Water and Sanitary Sewer Utility Technical Standards and Aqseptence Group/Airvac's design manual. [CMC 13.100]
- All lots shall connect to the City of Carnation vacuum sewer system. The Developer shall acquire side sewer permits for each lot connected to the City sewer system. [CMC 13.50 & CMC 13.70] Backflow valves shall be installed on all structures. [Carnation Utility Standards]
- Proposed sewer mains and service lines shall maintain the required minimum separation from proposed and existing water lines. [Carnation Utility Standards]
- Existing septic system(s) shall be properly decommissioned in accordance with King County Health Department requirements.

Section 15.60.200 – Water supply system required.

Every principal use and every lot within a subdivision shall be served by a water supply system that is adequate to accommodate the reasonable needs of such use or subdivision lot and that complies with all applicable health regulations. Water service shall be governed by CMC Chapter 13.04

Finding:

- Water system improvements shall be consistent with the City's 2017 Combined Water and Sanitary Sewer Utility Technical Standards.
- To provide water services for the proposed lots, a looped system with two connections is required. Proposed main lines shall connect to both the existing water main on Tolt Ave (SR-203) and the existing water main north of Road C, approximately 380 ft east of Tolt Ave. [CMC 15.60.200 & CMC 13.100]

- A water main shall be installed within a 15-ft wide easement to the northeast corner of the proposed Plat for a future connection to a water line extension on the King County Parks (Trail) property.
- Proposed water mains and service lines shall maintain the required minimum separation from proposed and existing sanitary sewer lines. [Carnation Utility Standards]
- Metered water service shall be provided to landscaped Tracts to provide a means of irrigation within the Tracts and the frontage improvements. Maintenance and payment for landscaping and irrigation within Tracts shall be the responsibility of the Homeowner's Association (HOA) or jointly shared by the owners of the development. Installation of backflow prevention devices are required and shall conform to the requirements established by the Department of Health and the City. [Carnation Utility Standards]
- New fire hydrant spacing and locations shall be in accordance with the International Fire Code and as directed by the Fire Marshall. Each new fire hydrant shall be fitted with a storz adapter. [Carnation Utility Standards]
- Existing well(s) shall be properly decommissioned in accordance with King County Department of Health requirements.

Section 15.60.300 - Lighting requirements

- A. Subject to Subsection (b), all public streets, sidewalks, and other common areas or facilities in subdivisions created after the effective date of this chapter shall be sufficiently illuminated to ensure the security of property and the safety of persons using such streets, sidewalks, and other common areas or facilities.
- B. Not applicable
- C. All entrances and exits in substantial buildings used for nonresidential purposes and in two-family or multi-family residential developments containing more than four dwelling units shall be adequately lighted to ensure the safety of persons and the security of the buildings.
- D. All outdoor lights shall be low sodium or similar lamp type and be down-shielded to prevent light pollution.

Finding: Applicant shall provide a cut sheet in the civil drawing set with street light location, and information.

Section 15.60.320 – Electric Power

Every principal use and every lot within a subdivision shall have available to it a source of electric power adequate to accommodate the reasonable needs of such use and every lot within such subdivision. Compliance with this requirement shall be determined as follows:

1. Not applicable
2. If the use is a subdivision or is not located on a lot served by an existing power line or a substantial internal distribution system will be necessary, then the electric utility service provider must review the proposed plans and certify to the city that it can provide service that is adequate to meet the needs of the proposed use and every lot within the proposed subdivision.

Finding: The applicant must work with PSE to ensure this criterion is met.

Section 15.60.340 – Telephone Service

Every principal use and every building lot within a subdivision must have available to it a telephone service cable adequate to accommodate the reasonable needs of such use and every lot within such subdivision. Compliance with this requirement shall be determined as follows:

1. Not applicable
2. If the use is a subdivision or is not located on a lot served by an existing telephone line or a substantial internal distribution system will be necessary, then the telephone utility company must review the proposed plans and certify to the city that it can provide service that is adequate to meet the needs of the proposed use and every lot within the proposed subdivision.

Finding: The applicant must work with the telephone utility company to ensure this criterion is met.

Section 15.60.350 – Underground utilities

- A. Except as noted in subsections (c-e), all existing, extended, and new electric power lines (not to include transformers or enclosures containing lines in or adjacent to any land use or building permit approved after the effective date of this chapter shall be placed underground in accordance with the specifications and policies of the respective utility service providers and located in accordance with the city's "Design and Construction Standards and Specification," or as otherwise specified by the city engineer. Even in the event the distribution lines distribution line originates from a point opposite any public roadway from the new construction the service line shall be placed beneath said roadway by means of boring or surface excavation across said roadway.
- B. Not applicable
- C. Not applicable
- D. If the public works director determines that an underground system cannot reasonably be installed according to accepted engineering practices, the requirements of this section may be waived upon receipt of a written request from the appropriate utility service provider. Such a waiver shall be noted in the permit or shall be construed as not being granted. If undergrounding is determined not to be feasible, the applicant must either sign a concomitant agreement or a no protest agreement of the formation of an L.I.D. for future undergrounding. Determination of which form of promissory shall be used shall be at the discretion of the public works director.

Finding: All existing and proposed electric, telephone, cable, and communication lines shall be placed underground, overhead extensions are not allowed [CMC 15.60.350]. The utility designs shall include a trench detail and continuous underground warning tapes installed 12-inches above each utility line.

Section 15.60.370 – As-built drawings required

Whenever a developer installs or causes to be installed any utility line within the city, or connects to existing facilities within the city, the developer shall, as soon as practicable after installation is complete, and before acceptance of any utility line, furnish the city with a printed and an AutoCAD computer disk (or other format acceptable to the city engineer) copy of a drawing that shows the exact location of such utility lines. Such drawings must be verified as

accurate by the utility service provider. Compliance with this requirement shall be a condition of the continued validity of the permit authorizing such development.

Finding: As-built drawings will be a condition for final plat approval.

Necessary easements or agreement to use the proposed connection point in front of the existing field house shall be obtained from the Riverview School District, or an alternative design to reach a connection point may be used. [CMC 13.100.060 & CMC 13.100.070]

Chapter 15.64- Floodways, Floodplains, Drainage, and Erosion

Part I. Floodways and Floodplains

Section 15.64.030 – General standards

E. Subdivision Proposals

1. All subdivision proposals shall be consistent with the need to minimize flood damage;
2. All subdivision proposals shall have public utilities and facilities, such as sewer, gas, electrical, and water systems located and constructed to minimize or eliminate flood damage;
3. All subdivisions shall have adequate drainage provided to reduce exposure to flood damage; and
4. For subdivision proposals and other proposed developments which contain at least fifty lots or five acres (whichever is less), base flood elevation data shall be included with the proposal. Where base flood elevation data has not been provided or is not available from another authoritative source, it shall be generated by the project proponent.

Findings: On December 6, 2001, the Federal Emergency Management Agency (FEMA) adopted a revised Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRM) which determined that the majority of the homes within the Carnation city limits were within a 100-year floodplain. Based on the concerns of the city of Carnation regarding the AO-zone designation, the FEMA Regional Engineer conducted an analysis of the hydraulic and hydrologic data from the flood study. The results of the re-analysis showed that flood depths in most areas of the then-identified AO-Zone would be just below the one-foot flood depth threshold established by FEMA policy as warranting an X-Zone designation. Therefore, given the lack of one-foot flood depth throughout the entire AO-Zone area, the FEMA Regional Engineer's Office determined that the entire AO-Zone designation for the City of Carnation could be removed. On May 1, 2002, FEMA issued Letter of Map Revision (LOMR) 02-10-336P to modify the zone designation from Zone AO (Depth 1) to Zone Shaded X (500-year floodplain). There is no Zone AO within Carnation City limits.

On September 20, 2007, FEMA issued a Preliminary FIS and FIRM which included the map revisions made by LOMR) 02-10-336P. There was public notification and open house(s) held during this time to alert the public as to the potential changes and insurance requirements for their properties. Although final approval of the 2007 Preliminary FIRM has been long delayed for reasons unrelated to the City of Carnation or Snoqualmie Valley, the City has given consideration to the 2007 maps in its land use policy making decisions and documents since

that time. On February 24, 2020, the City received notice from FEMA that the 2007 FIRM was considered final and will become effective on August 19, 2020. FEMA did not have another public process, as it was performed during 2007. Carnation's City Council was involved at that time.

MainVue is not developing within the floodway and there are only small areas of floodplain scattered around the plat, mostly in the yards of some of the lots near the fire station. No structures are proposed within the floodplain. Much of the development is completely outside of the floodplain. Any structures that may be built within the floodplain would need to follow CMC 15.64 – the version in effect at the time of building permit submittal. The plat was vested under 2001 FIRMs, and they have incorporated all of the LOMCs done since that time on the face of the preliminary plat map. With the updated 2007 maps, FEMA has removed all Zone AO from City limits. The Zone AO that was previously on MainVue property will shift to Shaded X Zone once the updated maps are adopted. There is no change in location of the floodplain on the MainVue site from 2001 to 2007, and there are approved LOMCs that were incorporated and still apply. All building permits applied for after the August 19, 2020 effective date, must comply with the updated regulations.

All proposed public rights-of-way are outside the floodplain and the 100' CMZ buffer except for two intersections at Tolt Avenue. Sewer and water installations are proposed within the right-of-way. Dry utilities will be placed in an easement contiguous and parallel to the right-of-way. All utilities will be designed to be above the 100' CMZ buffer.

There are no electrical connections to the sewer valve pits, they are designed to operate under water. Each valve pit is fitted with an anti-buoyancy ring.

The existing three drainage ponds to the south of Tract K are proposed to be abandoned. Conservation flow control standards are required based on the County's flow control applications map. Adopting these flow control standards will result in reduced flow rates from the site relative to existing conditions. Adopting conservation flow control standards will ensure that hydrologic conditions downstream from the site will not be degraded.

Stormwater will be managed in two onsite stormwater facilities. Stormwater from the east portion of the developed site will be collected and infiltrated onsite in stormwater infiltration pond. Stormwater from the west portion of the developed site will be collected and detained onsite in a detention pond prior to being discharged to the westerly drainage course that flows to a tributary to the Snoqualmie River. Flow control best management practices (BMPs) including infiltration and lot size reduction, will be incorporated into the drainage design to meet requirements for onsite flow control.

The site is in an area mapped for Basic Water Quality Treatment. A basic wetpond will be used to treat the runoff.

Base flood elevation data is included as shown on the preliminary plat set.

- Stormwater quality and flow-control best management practices are required for the proposed subdivision. A Technical Information Report is required and shall comply with the

2014 DOE Stormwater Manual for Western Washington. Where feasible, infiltration stormwater facilities shall be provided to control runoff including roadways, sidewalks, rooftops, parking areas and driveways and include applicable correction factors for infiltration facilities as recommended in the DOE Manual. The proposed wetpond/detention facilities shall be designed to include stormwater runoff from lots where infiltration is not feasible. There is not a City stormwater conveyance system on Tolt Ave (SR-203). Stormwater runoff from Tolt Ave frontage shall be managed on-site. [CMC 15.64.190.C]

- Individual lot infiltration systems, if proposed, shall be located a minimum of 10-feet from building foundations and property lines, these infiltration systems may be constructed concurrent with building construction. In-situ testing is required to determine the existing soils' infiltration capacity. [DOE Manual]
- Temporary Sediment and Erosion Control and grading plans are required. Stormwater runoff from impervious surfaces shall not be directed towards City rights-of-way or adjacent properties. [CMC 15.64.220]
- Interior side slopes of detention ponds shall not be steeper than 3H:1V unless fencing is provided.
- Maintenance access to the pond cells shall be provided consistent with DOE manual recommendation and requirements. Landscaping of the ponds is also required.
- The pond sizes must be consistent with the Stormwater Site Plan Analysis.
- Groundwater elevation is expected to rise above the west detention pond bottom elevation. Therefore, pond design shall include provisions to prevent groundwater from seeping into the pond and to protect groundwater from stormwater runoff contamination. A Geotechnical Engineer must provide design recommendations as to prevent groundwater seepage into the pond.
- The HOA shall be responsible to maintain the Plat's stormwater facilities through an agreement with the City of Carnation and for payment of all maintenance costs associated with the Plat's stormwater facilities including landscape maintenance which shall be provided by the HOA. Covenants, conditions, and restrictions shall be recorded requiring the HOA to contract with the City of Carnation or the City's designees or agents to maintain the Plat's stormwater facilities consistent with the Department of Ecology's Stormwater Manual for Western Washington and as recommended in the Plat's stormwater facility maintenance standards. The City and its designees shall be granted a permanent easement across the entire drainage tracts for maintenance of the facilities.

Buildings must comply with CMC 15.64 and FIRM map in effect at time of building permit submittal.

Chapter 15.68 – Signs and Fences

Any proposed signage and fencing will require compliance with this chapter and applicable permits from the City of Carnation.

Chapter 15.72 – Parking

Table VI: Table of Parking Requirements outlines required parking spaces for each type of dwelling unit:

Single-family dwelling: 2 per dwelling unit

Townhouse/Duplex: Same as multifamily

1 bedroom: 1 per dwelling unit plus 1 additional space for every 4 units in the development

2 bedroom: 1.5 per dwelling unit plus 1 additional space for every 4 units in the development.

3 bedroom: 2 per dwelling unit plus 1 additional space for every 4 units in the development.

Findings: Two parking spaces will be provided for each detached single-family home in either the garage or the driveway. For the townhouse and duplex units, parking will be determined at the building permit stage and will depend on the number of bedrooms in the townhouse and duplex unit. Parking spaces must meet CMC 15.72.

There shall be no parking allowed on any of the tracts containing alley access to the townhouses and duplexes. The Fire Marshal requires a 20' paved accessway and there is not enough room for parking on either side. The applicant must either provide "No Parking" signage every 50' on each alley tract or paint the curb. Consult with the Fire Marshal's office for specific requirements.

Section 15.72.130 – Pedestrian circulation and access

- A. All uses, except single-family detached homes, shall provide pedestrian access onto the site unless such access is inappropriate to the type of use. Pedestrian access points shall be provided all pedestrian arrival points to the development including property edges, adjacent lots, abutting street intersections, crosswalks, and at transit stops.
1. Access points at property edges and to adjacent lots shall be coordinated with existing development to provide circulation patterns between developments; and
 2. Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops and public streets, unless provision of such access cannot be provided for due to considerations of topography or other factors.

Findings: There will be sidewalks connecting the development to SR203. Improvements along SR203 include a pedestrian pathway as per the Tolt Avenue Action Plan. There is a Tract located between lots 20 and 21 that can be used for pedestrian access to the school property. There are sidewalks along all of the streets within the development, and only one cul-de-sac so no need to connect more than one.

Chapter 15.76 – Screening, Landscaping, and Trees

Part I. Screening and Landscaping

The south entry to the development is located within the gateway area of the City. While not required, the City recommends the developer voluntarily consider enhanced landscaping in the gateway/project entry area.

Part II. Shading

Section 15.76.100 – Required trees along dedicated streets.

If required by this title or by the city of Carnation street and storm sewer standards, or if the street to be newly created, widened, or improved is classified as a local access or neighborhood access roadway in the city of Carnation street and storm sewer standards, the developer shall either plant or retain sufficient trees so that within the right-of-way there is for every thirty feet of street frontage at least an average of one deciduous tree of two inches d.b.h. (diameter breast height) at the time of planting and with a canopy that starts at least eight feet above finished grade and has or will have when fully mature a trunk at least twelve inches in diameter.

Findings: Compliance with this requirement will be measured at the time the final landscape plan is submitted with construction and engineering plans.

Section 15.76.110 – Retention and replacement of significant trees

- A. Tree retention shall be as follows: In the R12 zone, 1 tree per 2,500 square feet must be retained. If required trees cannot be retained, there is a replacement ratio of 1 to 1.
- B. The significant trees to be retained shall be calculated from the area of the lot or parcel to be developed, if such trees are present on the lot or parcel prior to development. If the retention of such trees would unreasonably burden the development or in the opinion of the city planner cause a significant safety problem, such trees may be replaced as provided for in this chapter.

Findings: The subject parcels are 33.75 acres in size, such that application of a standard requiring 1 significant tree per 2,500 square feet to be retained would result in a requirement to retain 588 significant trees, and to replace any trees removed at a 1:1 ratio. However, the site only has approximately 42 significant trees. Accordingly, only the significant trees actually on the site need to be either retained, or if removed, replaced at a 1:1 ratio. The precise count will be determined at the time the final landscape plan is submitted with construction and engineering plans.

Street trees must be planted along all public rights-of-way every 30'. Replacement trees for any significant trees removed can be planted as street trees.

Chapter 15.88 – Critical Areas

15.88.112 - Applicability.

The city of Carnation (city) shall regulate all uses, activities, and developments within or adjacent to, or likely to affect one or more critical areas, consistent with the provisions of this chapter. Frequently flooded areas are considered critical areas under the Growth Management Act, but are not regulated under this chapter. Frequently flooded areas are separately regulated by Chapter 15.64 CMC.

Critical areas regulated by this chapter include:

- A. Wetland areas;
- B. Critical aquifer recharge areas;
- C. Frequently flooded areas (CMC 15.64)
- D. Fish and wildlife habitat conservation areas;
- E. Geologically hazardous areas.
 - 1. The provisions of this chapter shall apply to all land activities within the city whether or not a permit or authorization is required except as exempt in Section 15.88.122 of this chapter.
 - 2. The city shall not approve any development proposal or otherwise authorize alterations to the condition of any land, water, or vegetation nor permit the construction or alteration of any structure or improvement in, over, or on a critical area or associated buffer, without first assuring that the proposal complies with the requirements of this chapter.
 - 3. When the provisions of this chapter or any other provisions of the city's municipal code are in direct conflict with each other, or with other federal or state regulations, the most restrictive provision shall apply.

15.88.114 - Applicant disclosure.

An applicant for a development proposal shall disclose the presence of any critical areas on the subject property and to the extent known by, or readily available to the applicant, any mapped or identifiable critical areas within three hundred feet of the subject property.

Findings: The Applicant submitted and, in response to City review comments, the Applicant updated a Critical Areas Report and Conceptual Mitigation Plan on January 16, 2017, August 18, 2019, October 2, 2019, and February 5, 2020. This Staff Report relies on the February 5, 2020 document, referred to as the "CAR." The CAR's disclosure and analysis was confirmed by the City's third-party reviewer, The Watershed Company; including that the following critical areas are on the project site, or in the vicinity:

Wetlands

No regulated wetlands are present on the proposed development site. The nearest off-site wetlands are the large stream/wetland complex on the west side of State Route 203 on the Tolt-MacDonald Park property, and a palustrine emergent wetland in the field north of the track on the Tolt Middle School grounds.

The City concurs with the CAR, which concludes that based on review of the permit record, available studies, and site investigations, the existing ponds do not meet either the regulatory definition of wetlands or watercourses, such that regulatory buffers for those features are not relevant to the project site.

Critical Aquifer Recharge Areas

As noted in the CAR, the project site, all of the City of Carnation, and most of the surrounding valley is located within the East King County Ground Water Management Area and is designated as a Category 2 Critical Aquifer Recharge Area. The project has been designed in compliance with the requirements of CMC 15.88.400 and SCAR 1.400 – Critical Aquifer Recharge Areas.

Frequently Flooded Areas

Compliance with CMC 15.64 standards and requirements is discussed in a separate section of this staff report.

Fish and Wildlife Habitat Conservation Areas

The Tolt River is located several hundred feet south of the project site and the Snoqualmie River mainstem is located approximately 2,650 feet to the west. A high flow side channel of the Tolt River is present about halfway between the southern boundaries of the project parcels and the Tolt River. An unclassified stream within the Tolt-MacDonald Park property ends on the downstream side of the State Route 203 culvert and does not extend onto the project site.

Chinook, coho, chum, steelhead, pink salmon, and bull trout are known to occur in both the Tolt and Snoqualmie Rivers in the project vicinity. In addition, Salmonscape shows that coho are known to occur in the stream/wetland floodplain complex on the west side of State Route 203 on the Tolt-MacDonald Park property. None of these species are present on site. Detention Pond 1 is accessible to fish from downstream via the culvert under State Route 203, and during 2-5 year flooding events, water from the Tolt River flows along the State Route 203 embankment into Pond 1. Assuming the ponds are accessible to fish from the Tolt River during moderate to high flooding events, it is possible for Chinook, steelhead, and bull trout, all federally-listed threatened species and state candidate species, to enter the ponds. However, other than transient and intermittent presence in the ponds during flood events, there is no known “documented presence” of listed fish species in these ponds or elsewhere on the project site, and the transient and intermittent use of the ponds by the fish species does not rise to the level of an “area with which state or federally designated endangered, threatened, and sensitive species have a primary association.” “Primary association” is not defined in the Carnation Municipal Code.

The only applicable buffer on the project site from any Fish and Wildlife Habitat Conservation Area is the buffer from Tolt River. The closest distance between the proposed residential development and the Tolt River is approximately 170 feet. The landward extent of the 100-foot CMZ setback is also the City of Carnation regulatory buffer line for the Tolt River (Figure 2)(CMC 15.88.500 and SCAR 1.500C.1.b). The CMZ is marked on the preliminary plat drawings. Buffer impacts and mitigation associated with grading and floodplain compensatory storage are discussed below.

Geologically Hazardous Areas

Geologically hazardous areas on the project site include steep slopes (>40% grade over >10 feet of elevation change as defined in Carnation Municipal Code 15.88.700) along the banks of

existing detention ponds. The existing detention ponds will not be used for the new residential development and will no longer receive stormwater.

In addition, the existing levees along the lower mile of the Tolt River have been characterized by King County as "Severe Hazard Areas" (Erosion) within the current Channel Migration Zone (CMZ) of the Tolt River and King County has shown the portion of the project site that is within the Tolt River floodway as a "Moderate Avulsion Hazard Zone".

No residential development is planned for the area of the existing detention ponds. Other than limited floodplain compensatory storage, and one necessary emergency-only overflow for the eastern stormwater pond, no development is planned for the CMZ.

In addition, King County has proposed a project to set back the portion of the Tolt River levee between the Snoqualmie Valley Trail and State Route 203 to approximate the existing floodway boundary, in part to reduce the need for levee maintenance and reduce the risk of river avulsion in the vicinity. MainVue Homes has negotiated with the County, and it is expected that following final plat approval, Tract K will be sold and conveyed to the County for the County's use in that levee setback project.

15.88.127 - Mitigation required.

Any authorized alteration to a wetland or fish and wildlife habitat conservation area or its associated buffer, as approved under Sections 15.88.121 through 15.88.125 of this chapter, shall be subject to conditions established by the city and shall be required to mitigate alterations under an approved mitigation plan per Section 15.88.200(K).

15.88.200 - General provisions.

The city will apply the following general methods and mechanisms to accomplish the purposes of its critical areas ordinance. This section shall be applied to all approved development applications and alterations where critical areas may be affected.

I. Mitigation Plans.

1. Mitigation or alterations to critical areas shall achieve equivalent or greater biological functions for wetlands and fish and wildlife conservation areas, and shall include mitigation for adverse impacts that would affect property beyond to the proposal site. Mitigation sites for wetlands, streams, and fish and wildlife habitat conservation critical areas shall be located to achieve contiguous habitat corridors in accordance with a mitigation plan that is part of an approved critical areas report to minimize the isolating effects of development on habitat areas. Mitigation of aquatic habitat shall be located within the same subbasin as the area disturbed unless the applicant proposed to utilize available mitigation bank credits pursuant to this section. Mitigation shall address each function affected by the alteration to achieve functional equivalency or improvement on a per function basis.
2. The scope and content of a mitigation plan shall be decided on a case-by-case basis. As the impacts to the critical area increase, the mitigation measures to offset these impacts also will increase in number and complexity. During its review of the requested critical area studies the city will determine which of the components listed below in subsection (I)(3) it shall be require as part of the mitigation plan. Key factors in this

determination shall be the size and nature of the development proposal, the nature of the impacted critical areas, and the degree of cumulative impacts on the critical area from other development proposals.

3. At a minimum, the following components shall be included in a complete mitigation plan:

- a. Baseline Information. Provide existing conditions information for both the impacted critical areas and the proposed mitigation site as described in "general critical area report requirements" and "additional report requirements" for each "critical area."
- b. Environmental Goals and Objectives. The mitigation plan shall include a written report identifying environmental goals and objectives of the compensation proposed and including:
 - i. A description of the anticipated impacts to the critical areas, the mitigating actions proposed, and the purposes of the compensation measures, including the site selection criteria, identification of compensation goals, identification of resource functions, and dates for beginning and completing site compensation construction activities. The goals and objectives shall be related to the functions and values of the impacted critical area; and
 - ii. A review of the best available science supporting the proposed mitigation.
- c. Performance Standards. The mitigation plan shall include measurable performance standards to evaluate whether or not the goals and objectives of the mitigation plan have succeeded and whether or not the plan meets the requirements of this chapter. Performance standards may include water quality standards, species richness and diversity targets, habitat diversity indices, or other ecological, geological, or hydrological criteria.
- d. Detailed Construction Plan. These are landscape and/or engineering drawings and the written specifications and descriptions of mitigation technique. This plan should include the proposed construction sequencing, grading and excavation details, erosion and sedimentation control features, a native planting plan, and detailed site diagrams and any other drawings appropriate to show construction techniques or anticipated final outcome.
- e. Monitoring and/or Evaluation Program. The mitigation plan shall include a program for monitoring construction of the compensation project, and for assessing a completed project, as detailed under subsection L below.
- f. Contingency Plan. When monitoring or evaluating the plan indicates that the applicant has not met the performance standards, a contingency plan shall identify potential courses of action and any corrective measures to be taken.

J. Monitoring.

1. When a development application to alter critical areas or their buffers is approved or where alterations occur in violation of this chapter, the city will require long-term monitoring. Monitoring shall be part of the required mitigation plan and shall document and track impacts of development on the functions and values of critical areas and will track the success and failure of mitigation requirements. Monitoring may include, but is not limited to:
 - a. Establishing vegetation transects or plots to track changes in plant species composition over time;
 - b. Using aerial or other photography to evaluate vegetation community response;

- c. Sampling surface and ground waters to determine pollutant loading;
 - d. Measuring base flow rates and stormwater runoff to model and evaluate water quantity predictions;
 - e. Measuring sedimentation rates;
 - f. Sampling fish and wildlife populations to determine habitat utilization, species abundance, and diversity; and
 - g. Sampling of water temperatures for wetlands and streams.
2. The applicant will be required to submit monitoring data and reports to the city on an annual basis or other schedule as required by the city manager or his designee. Monitoring shall continue for a minimum period of five years. Longer periods may be required to establish that the mitigation performance standards have been met. The city manager or his designee may approve a monitoring period of ten years if there is significant uncertainty involved in the mitigation proposal.
 3. Performance Bond. Prior to issuance of any permit or approval that authorizes site disturbance under this chapter, the city manager or his designee shall require performance security in a form and amount deemed acceptable by the city to cover long term monitoring, maintenance, and replacement costs for mitigation projects to ensure mitigation is fully functional for the duration of the monitoring period. Bonds or other security for required mitigation projects shall be held by the city for a minimum of five years or until all performance standards have been achieved to ensure that the mitigation project has been fully implemented and demonstrated to function. The bond may be held for longer periods upon written finding by the city that it is still necessary to hold the bond to ensure the mitigation project has meet all elements of the approved mitigation plan.
- K. Contingencies/Adaptive Management. When monitoring reveals a significant deviation from predicted impacts or the failure of mitigation measures, the applicant shall be responsible for appropriate corrective action. Contingency plans developed as part of the original mitigation plan shall apply but may be modified to address a specific deviation or failure. Contingency plan measures shall extend the monitoring period and shall be subject to the monitoring requirement to the same extent as the original mitigation measures.

Findings: The CAR presents a conceptual mitigation plan, consistent with Shoreline Management Program Policies and Regulations and Carnation Municipal Code requirements. The project layout has been designed to avoid and minimize impacts to critical areas and buffers to the extent compatible with the proposed project purpose. For example, frontage improvements along State Route 203, and the pedestrian trail and bridge are required improvements to meet City of Carnation design standards and must be located within critical/shoreline areas. Similarly, required compensatory storage for required floodplain fill will result in unavoidable impacts within the CMZ buffer which will be compensated for through rehabilitation and enhancement of existing non-functional (i.e., previously developed) to low-functional degraded buffer.

There are CMZ and CMZ buffer impacts due to construction of the Pedestrian Bridge and other SR 203 frontage improvements, including curb, gutter, storm drainage system, guardrail, and a shared use pedestrian trail. There are CMZ and CMZ buffer impacts associated with the installation of an Emergency Overflow from the eastern stormwater facility, and associated with floodplain fill and installation of compensatory storage in the CMZ. Finally, there are grading

impacts in location along the northern edge of the CMZ. Mitigation for these impacts includes creating the compensatory storage area, as well as providing on site and in kind rehabilitation and enhancement of existing developed or low functioning degraded buffer, including excavation to remove impervious surface, compacted soil, or debris; importing topsoil or other soil amendments; erosion control such as hydroseeding, hand seeding, mulching, etc.; removing invasive or non-native vegetation; planting native trees, shrubs, and herbaceous species, and maintenance of planting areas; and installation of habitat features. Buffer functions are anticipated to increase from these enhancement measures

A Final Mitigation Plan including detailed planting plans, mitigation maintenance measures, such as weeding and irrigation, performance standards to evaluate mitigation success, contingency measures, a mitigation monitoring plan and other information required under the Shoreline Critical Areas Regulations and CMC 15.88.200 will be submitted with final construction plans and construction permit applications. Financial guarantees (e.g. mitigation performance and/or maintenance bond) will be provided by the project applicant as required by City code or requested by the City. See Section III of the staff report for all critical areas related conditions of approval.

Chapter 15.92 – Shoreline Master Program

See Appendix A for Shoreline Substantial Development specific staff report/analysis. Conditions of approval for the SSD are integrated with the conditions of approval for the project as a whole listed in this document.

Chapter 15.96 – Design Standards and Historic Preservation

Part II – Design Standards

Section 15.96.070 – Subdivision design standards for the R12 zone.

- B. Street Grid. To the extent practical, new developments shall integrate a grid of streets generally consistent with the street grid of downtown (area bound by West Bagwell Street, Entwistle Street, Stewart Avenue, and Milwaukee Avenue). This includes alley loaded east-west blocks no longer than six hundred fifty feet and between two hundred to two hundred fifty feet wide. Extensions of existing streets around the edge of the site area required. Exceptions and variation from the street grid will be allowed for the integration of parks, trails, and public facilities.

Finding: While not an exact grid, the streets are laid out in an east-west and north-south relative grid pattern that generally follows the pattern of the downtown area. Alley tracts provided run both east-west and north-south and none are longer than 650' in length or 250' in width.

- C. Front Yard Setback Variation. To avoid long monotonous rows of homes, offsets in front yard building setbacks may be required and noted on the plat. Minimum setbacks may be reduced or increased by five feet on individual lots on the plat to achieve the required variation. No more than three consecutive homes may be placed with identical front yard setbacks.

Finding: This will be reviewed and ensured at the time of building permit.

D. Architectural Variety. Developments shall achieve architectural variety by accommodating a variety of architectural styles, variations of the same architectural style, and through the use of multiple design elements. Specifically:

1. Duplicative house, cottage, or duplex designs adjacent to each other are prohibited. Simple reverse configurations of the same design on adjacent lots are not sufficient to meet architectural variety goals. Exceptions may be granted where architectural unity is desired for homes fronting a park or common open space.
2. Generally, the more houses in a subdivision, the greater the number of different façade elevations will be required. Specifically:
 - a. Ten to nineteen homes, a minimum of four different façade elevations shall be used.
 - b. Twenty to thirty-nine homes, a minimum of five different façade elevations shall be used.
 - c. Forty or more homes, a minimum of six different façade elevations shall be used.

Alternatives will be considered provided the design and configurations of the subdivision meet the intent.

3. In order to qualify as a different façade elevation, dwellings shall have different roofline configurations, different color palettes, and different porch/entry design. In addition, a minimum of two of the following alternatives shall be utilized:
 - a. Different window openings (location and design)
 - b. One and two-story houses
 - c. Different exterior materials and finishes
 - d. Different garage location, configuration, and design
 - e. Other different design elements that help to distinguish one façade elevation from another as determined by the director.
4. Variation in lot size within a subdivision is encouraged for single-family lots. For example, larger corner lots can provide more visual interest, and also allow for more usable open space for such residents, as those lots have two street frontages.
5. Variation in house sizes is encouraged within developments. A combination of one- and two-story structures is attractive to a wider demographic (particularly seniors).

Finding: A variety of floorplans will be used by the homebuilder. As there are greater than 40 lots, a minimum of six façade elevations are required. Proposed single-family lot sizes vary in size from 4,000 square feet to 6,900 square feet. Duplex lot sizes range from 2,643 square feet to 5,557 square feet. There is also variation in townhouse and duplex home sizes as well as varying floorplans and elevations.

E. Corner Lot Emphasis. Structures on corner lots are encouraged to take advantage of the dual frontage, make an architectural statement, and create interest in architecture and human activity on the street. This could be accomplished by providing one or more of the following: (1) Wrap around porches; (2) Bay windows or turrets; (3) Varied exterior materials, roof feature, colors, and/or articulation. Varied materials shall complement each other.

Finding: This will be reviewed at the building permit stage.

- F. Reverse and Double Frontage Lots. Reverse and double frontage lots are prohibited except where essential to provide access to development adjacent to limited access streets or to overcome topography or other physical conditions. Lots fronting on a street or trail and an alley are not considered reverse or double frontage lots.

Finding: No reverse or double frontage lots are not proposed.

- G. Lot Design Options. To maximize site efficiency and usable open space, small lot developments (generally less than five thousand square feet in area and less than fifty feet wide) are encouraged to utilize zero-lot line provided they meet access, design, and other applicable standards set forth in this title.
1. Zero Lot Line.
 2. Reciprocal Use Easement Lots.
 3. Alley Access Lots. This includes configurations where lots are provided with vehicular access by an alley but where the lot fronts on a trail corridor or park. Pedestrian access to each alley access lot must be provided by a trail within a dedicated city park, designated common open space, and/or pedestrian easement a minimum of ten feet wide with a five-foot minimum sidewalk.

Finding: Detached zero lot units are not proposed. All townhouse and duplex units will be alley loaded with side lot line going down the common wall. These units will have access from public street/sidewalk and do not front on a trail or park.

Section 15.96.060 – Special detached single family and duplex design standards for the R12 zone.

- B. Covered Entry. All homes must include a covered entry feature that projects at least five feet from the front façade of the residence (measured from the front exterior wall of the house to the farther roofline projection). The covered entry feature must be no less than one-third of the width of the residence, including attached garages, and shall be unenclosed on all sides except for the side abutting the front exterior wall of the residence.

Finding: Detached single-family lots are designed larger enough to accommodate these design features. All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

- C. Façade Transparency. At least ten percent of the front and street facing side yard facades (all vertical surfaces of a residence facing the street) must be comprised of transparent windows or doors. All areas inside an individual window frame may be counted in such transparency calculations (including, without limitation, window sashes, mullions, rails, stiles, and grilles).

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

D. Garage standards for detached single family uses:

1. Garages must be setback at least five feet from the front projection of the residence (including the porch or covered entry feature), and no less than twenty feet from the front property line.
2. Front facing garages shall not exceed twenty feet in width overall, and the aggregate garage door openings shall not be greater than sixteen feet wide. Garages with two individual doors are permitting provided each door does not exceed eight feet in width.

Finding: Lots are designed large enough to accommodate these design features. This will be reviewed and ensured during building permit review.

E. Garages for duplexes shall be accessed from alleys only.

Finding: Duplex lots 120-127 will take garage access from private access Tract E.

F. Minimum usable open space for lots served by alleys.

1. A contiguous open space to the side or rear of the dwelling with a minimum dimension of fifteen feet on all sides is required for each dwelling unit.
2. The open space(s) must be equivalent to ten percent (minimum) of the lot area. For example, a four thousand square foot single family lot would require a contiguous open space of at least four hundred square feet, or twenty feet by twenty feet in area.
3. Drive aisles must not count in the calculations for usable open space.
4. Additions must not create or increase any non-conformity with this standard.

Finding: The preliminary plat plans show building envelope detail and plot plans. All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

G. Façade articulation. The façade shall include at least one projecting element, such as a covered entry feature, bay or gabled window or other horizontal wall modulation. However, the projected façade elements shall not be the dominant façade component.

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

H. Façade Details. Provide for architectural details that add visual interest to the neighborhood and are well proportioned to achieve good human scale. Specifically, incorporate at least three of the following detail elements into the façade of the house:

1. Decorative porch design, including decorative columns or railings.
2. Bay windows or balconies
3. Decorative molding/framing details around all ground floor windows and doors.
4. Decorative door design including transom and/or side lights or other distinctive feature.
5. Decorate roofline elements including brackets, multiple dormers, and chimneys.

6. Decorative building materials, including decorative masonry, shingle, brick, tile, stone, or other materials with decorative or textural qualities.
7. Landscaped trellises or other decorative elements that incorporate landscaping near the building entry.
8. Distinctive paint schemes.
9. Other decorative façade elements or details that meet the intent of criteria.

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

I. Façade Window Design.

1. Grouped double-hung style windows are acceptable. Individual accent windows with other shapes are also acceptable provided they are smaller than most other façade windows.
2. Offset, corner, and/or unusually shaped windows (except for accent windows discussed above) are prohibited.
3. Windows shall feature trim at least four inches wide with color contrasting with the façade. Alternatively, windows may be recessed from the façade by at least two inches.

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

J. Prohibited Materials.

1. Exterior insulation finishing systems (EIFS)
2. T-111 siding or other similar plywood types of siding (board and batten is an exception).

Finding: Applicant has acknowledged prohibited materials. All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

K. Roofline Design.

1. Rooflines visible from the street shall feature a minimum 5/12 roof pitch. Shallower roof pitches may be used provided one or more gabled rooflines facing the street feature the minimum 5/12 roof pitch.
2. Rooflines for two-story elevations within ten feet of a side lot line shall slope away from the side yard (no gabled roof facing side lot line).

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

L. Driveway Standards for Detached Single Family Dwellings.

1. Driveways for lots less than fifty feet wide are limited to sixteen feet in width (or twenty feet if shared with an adjacent lot).
2. Driveways for lots fifty feet or wider are limited to eighteen feet in width.
3. Driveways providing access onto public streets shall be spaced to maximize the amount of on-street parking available. Site plans demonstrating the placement of

homes, curb cuts, and driveways shall be submitted demonstrating compliance with this element.

4. Shared driveways up to twenty feet in width may be used to minimize driveway impacts.
5. If alley access is available to the lot, vehicle access shall be from the alley with no curb cuts along the street.

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

M. Landscaping. All dwellings shall include landscaped front yards, including shrubs or other similar plantings to screen the foundation and soften the building elevation.

Finding: All homes must meet the criteria of CMC 15.96.060. This will be ensured at the time of building permit review.

Carnation Design Standards and Guidelines

Section 1.1.4 properties identified as gateway properties must provide 25' of Type C landscaping (CMC 15.76.040) along the front adjacent to SR 203.

Finding: This property is located within the gateway area and thus will be required to provide 25' of Type C landscaping along the front adjacent to SR 203.

Part 5 – Townhouse Design

Standard 5.1: Landscaping. Townhouses are subject to the landscaping standards as set forth in CMC Chapter 15.76.

Finding: Applicant proposes to use landscaping methods as required by Chapter 15.76, specifically, Type F: screen fencing.

Standard 5.2: Setbacks. See CMC Chapter 15.48 for minimum building and garage setbacks for the applicable zone. The minimum setbacks set forth in CMC Chapter 15.48 Table 1 apply to development frontage and external side and rear setbacks of the entire townhouse development.

Finding: All units must comply with the requirements set forth in Part 5 of the Carnation Design Standards and Guidelines. This will be ensured at the time of building permit review.

Standard 5.3: Entries. For townhouses where the primary pedestrian access to the dwelling is from an alley or private internal vehicular access, buildings must emphasize individual pedestrian entrances over private garages by using both of the following measures:

- Enhance entries with a trellis, small porch, or other architectural features that provides cover for a person entering the unit and a transitional space between outside and inside the dwelling.

- Provide a planted area in front of each pedestrian entry of at least 20 square feet in area, with no dimension less than four feet.

Finding: All units must comply with the requirements set forth in Part 5 of the Carnation Design Standards and Guidelines. This will be ensured at the time of building permit review.

Standard. 5.4: Façade Transparency. Transparent windows and/or doors are required on at least eight percent of the facades (all vertical surfaces of street facing elevation). For corner lots, this standard is only applied to the elevation containing the dwelling entry.

Finding: All units must comply with the requirements set forth in Part 5 of the Carnation Design Standards and Guidelines. This will be ensured at the time of building permit review.

Standard. 5.5. Private garages facing the street – maximum garage widths:

- Twelve feet where townhouse dwellings are at least 30 feet wide.
- Individual garages facing the street are not allowed for townhouse dwellings less than 30 feet wide. Garages may be provided to the rear of the dwelling via alley access or shared driveway.

Finding: All townhouse units will have garage access from the alley so no garages would be facing the street.

Standard. 5.6: Access and Parking:

- Off-street parking standards for townhouses are set forth in CMC Chapter 15.72 as a type of multifamily residential use.
- Internal driveway standards:
 - Must meet minimum widths and other standards such as turning radii of any city adopted International Fire Code.
 - Minimum building separation along uncovered internal drive aisles must be 24 feet. The purpose is to provide adequate vehicular turning radius, allow for landscaping elements on at least one side, and to provide adequate light and air on both sides of the dwelling units and vehicle areas, which often function as usable open space for residents.
 - Upper level building projections over vehicle areas are limited to three feet, and must comply with provisions above.

Finding: Parking requirements are based on number of bedrooms per dwelling unit, which will be determined at the building permit stage. All units must comply with the requirements set forth in Part 5 of the Carnation Design Standards and Guidelines. This will be ensured at the time of building permit review.

Standard 5.7: Usable open space. Townhouse dwellings must provide open space at least equal to ten percent of the habitable floor area. The required open space may be provided by one or more of the following:

- Private ground level open space that is directly adjacent and accessible to dwelling units. Such space must have minimum dimensions of at least 12 feet on all sides and be

configured to accommodate human activity such as outdoor eating, gardening, toddler plat, etc. Street setbacks may be used to meet this standard, provided they are defined with a fence (meeting standards of CMC Chapter 15.76).

- Balconies, roof decks, or porches.

Finding: Tract D is a 12,981 square foot perimeter open space tract for townhouse units 128-141 and duplex units 120-127. Lot fit exhibits and plot plans for individual single-family residents will be submitted at the building permit stage demonstrating conformance with front, rear, and side yard requirements. All units must comply with the requirements set forth in Part 5 of the Carnation Design Standards and Guidelines. This will be ensured at the time of building permit review.

Standard 5.8: Building Design.

- Townhouse articulation. Townhouse buildings must comply with multifamily building articulation standards as set forth in Standard 4.3.4 except that the articulation intervals must be no wider than the width of the units in the building. Thus, if individual units are 15-feet wide, the building must include at least three articulation features for all facades facing a street, common or other shared space, and common parking areas at intervals no greater than 15 feet.
- Repetition with variety. Townhouse developments must employ one or more of the following "repetition with variety" articulation guidelines:
 - Reserving the elevation of two out of four dwellings.
 - Providing different building elevations for external (units on the end or corner of a building) townhouse units (versus internal units) by changing the roofline, articulation, windows, and/or building modulation patterns.
 - Adding a different dwelling design or different scale of the same design, such as adding a one-story version of the basic dwelling design where two-stories are typical (or a two-store design where three stories are typical).
 - Other design treatments that add variety or provide special visual interest, such as different cladding materials, window sizes and groupings, roof slopes, porch designs, balconies, etc. While the variable use of color on buildings can be effective in reducing the perceived scale of the building adding visual interest, color changes alone are not sufficient to meet the purpose of the standards.

Findings: All units must comply with the requirements set forth in Part 5 of the Carnation Design Standards and Guidelines. This will be ensured at the time of building permit review.

RCW 58.17 – Public Health, Safety, Welfare, Use, and Interest

Findings: The above findings show that the proposal meets the requirements for public health, safety, welfare, use, and interest, therefore, meeting the requirements of Chapter 58.17 RCW. One exception is *RCW 58.17.280, Naming and numbering of short subdivisions, subdivisions, streets, lots and blocks*, where it states that "*Any city, town or county shall, by ordinance, regulate the procedure whereby short subdivisions, subdivisions, streets, lots and blocks are named and numbered. A lot numbering system and a house address system, however, shall be provided by the municipality for short subdivisions and subdivisions and must be clearly shown on the short plat or final plat at the time of approval.*" The City of Carnation currently has no

ordinance by which it requires the lot numbering system and street naming system to be placed on a final plat or short plat.

Conclusion: In accordance with RCW 58.17.280, the project proponent must obtain from the City a specific address for the new lots prior to filing an application for final plat.

Comprehensive Plan/Zoning Designation

Findings: The property is currently zoned R12 which is consistent with the Comprehensive Plan's "High Density Residential" land use designation. The purpose of the R12 zone is primarily to accommodate a range of housing types including townhouse, cottage and multifamily developments at a scale that is appropriate to the City of Carnation. Consistency with the R12 zoning designation is provided herein.

Land Use Element:

Goal LU2: To enhance the character of existing neighborhoods and encourage the development of new residential neighborhoods consistent with the values and goals contained in this plan.

Policy LU2.1: Encourage new development that provides a variety of housing densities, types, sizes, costs, and locations to meet future demand for a full range of housing options, including housing that is affordable to all segments of the population.

Policy LU2.3: Coordinate new residential development with the provision of an adequate level of services and facilities, such as schools, water, streets and parks, as established in the Capital Facilities Plan.

Goal LU4: To enhance and maintain the character of the City by guiding land uses, development, services, and facilities consistent with this plan and to promote orderly and efficient land use.

Policy LU 4.1: Ensure that new development does not outpace the City's ability to provide and maintain adequate public facilities and services by allowing new development to occur only when and where adequate facilities exist or will be provided.

Goal LU5:

Policy LU5.4: Provide for subdivision design that is pedestrian friendly and promotes connectivity throughout the City via through-streets, walkways and pathways that connect neighborhoods.

Findings: There will be a mixture of townhomes, duplexes, and single-family residences in this development with various market rate price points. The developer indicates they will offer several floor plans to appeal to a wide range of buyers. This area of the city is planned for homes under the current Comprehensive Plan and is currently underserved. This creates another option to meet projected growth targets. The R12 zone has design standards that will apply to the new development.

Chapter 8 of the Comprehensive Plan, the Utilities Element, discusses the sewer/water system capacity: "Both the wastewater treatment plant and the collection and conveyance systems were designed to serve the City of Carnation's forecasted growth within the Urban Growth Area. Both the treatment plant and the collection/conveyance systems are designed to accommodate

increases in capacity, including the increased population that would result from approval of the docket request to provide for high density residential development in a previously commercial and industrial use area.” The 2018 Comprehensive Plan update projects that by 2035, the population is likely to reach approximately 4,652 which includes the Urban Growth Area. The 2004 sewer plan forecasted a 2020 population of 4,950.

Transportation impacts were reviewed through the Transpo Group’s Traffic Impact Analysis dated November 2018 (Exhibit 15) and supplemental traffic memo dated January 13, 2020. (Exhibit 16). The applicant will be required to complete frontage improvements along the entire front property line on Tolt Avenue to include curb, sidewalk, gutter, and landscaping (as per the Tolt Avenue Action Plan). They will also be required to submit a transportation impact fee per new residential dwelling at the time of building permit. King County has submitted comments indicating they concur with the findings of the Traffic Impact Analysis and are not requesting additional mitigations.

Chapter 6 of the Comprehensive Plan, the Parks and Recreation Element, outlines the City’s current parks inventory. It also outlines the service standards for each park and outlines the service area for each park type in the city. The City has adequate parklands to meet the standard of 10 acres of developed parkland per 1,000 residents, through build-out of the City projected to occur by 2035. No additional park space is required for this development as there is already park property available to serve the additional residents. In addition, they will be required to submit park impact fees per new residential dwelling at the time of building permit.

Housing Element:

Goal H1: Ensure adequate housing for all current residents of Carnation by achieving and maintain a high-quality residential housing stock.

Policy H1.1: Encourage a mixture of dwelling unit types in appropriate areas.

Goal H3: Encourage residential design and development that strengthens the Carnation community and its rural city identity.

Policy H3.4: Encourage neighborhood design that promotes connectivity between neighborhoods and links residential development to the downtown in a walkable community.

Findings: The proposed development includes single-family homes, duplexes, and townhome units which adds to the city-wide mixture of housing styles. There are design standards that apply to all development within the R12 zone. The property is located along the Tolt Avenue/SR 203 corridor and is just south of downtown. Through the use of critical areas buffers, Critical Area/SMP reports and regulations and applicable conditions of approval for the preliminary plat, all the goals and policies listed above for the Housing element should be met.

III. Decision and Conditions of Approval

Following review of the subject preliminary plat application, including the internal unit lot subdivision to accommodate duplex and townhome units, the Shoreline Substantial Development Permit application, and the Special Use Permit application, for conformity with the

Carnation Municipal Code, and other applicable ordinances, laws and policies, application nos. LP 19-0001, SSD 19-001, and SUP 19-001 are recommended for approval, subject to the following conditions for final approval:

1. Subject to minor revisions driven by final engineering details, or the conditions imposed below, the final plat shall be in substantial conformance with the submitted preliminary plat, Exhibit 6 (dated April 4, 2020). The complete plat number and existing (parent) parcel numbers must appear at the top right corner of the final plat as follows:

FINAL PLAT NO. LP 19-0001
PARCEL NOS. 212507-9063, 212507-9062, and 212507-9035

2. Prior to any site disturbance or development activities associated with the grading and site construction approvals, construction performance guarantees shall be provided in accordance with CMC 15.16 and the City of Carnation Street and Storm Sewer Standards.

Streets and Sidewalks

3. Street and storm sewer system improvements shall be consistent with the City's 2018 Street and Storm Sewer System Standards and the 2014 DOE Stormwater Manual for Western Washington.
4. New access to SR-203 will require WSDOT acceptance. Chapter 47.50 RCW and Chapters 468-51 and 468-52 WAC are adopted by CMC 12.10.030.
5. Frontage improvements along Tolt Ave (SR-203) are required and shall be consistent with the recommendations of the City of Carnation Tolt Ave Action Plan, February 2013. Planned improvements for Tolt Ave (SR-203) consist of but are not limited to curb and gutter, storm drain facilities, illumination, grading, a pedestrian bridge, a minimum five-foot wide landscaped planting strip and a 12-foot wide non-permeable concrete shared-use path (greenway) with a minimum two-foot graded area on each side of the path. Existing utility poles shall be relocated to the planting area or to a utility easement east of the greenway. ADA compliant curb ramps are required at the intersection of Tolt Ave (SR-203)/ROAD A and Tolt Ave (SR-203)/ROAD C. The developer shall be responsible for obtaining all necessary permits from WSDOT including compliance with CMC 12.10.030.
6. Street lighting system internal to the plat, including both entrances from Tolt Avenue, shall be a complete system which is typically designed by Puget Sound Energy. All new wiring, conduit, and service connections internal to the plat shall be located underground. LED street illumination design shall be submitted conforming to PSE/Intolight requirements. Streetlights shall be provided at intersections and all street lighting fixtures shall meet standards to prevent light spill. Developer shall submit proposed streetlight locations and system design to the City for review and acceptance. Maintenance and payment for illumination along all Plat streets shall be the responsibility of the HOA or jointly shared by the owners of the development. [CMC 15.60.300]
7. The minor collector streets ROAD A (west of ROAD B), ROAD B, and ROAD C (west of ROAD B) shall have a minimum street section of 6' sidewalk, 0.5' curb, 10' parking lane, 12' travel lane, 12' travel lane, 0.5' curb, and 6' sidewalk. The local streets ROAD A (east of ROAD B),

ROAD C (east of ROAD B), ROAD D, and ROAD E shall have a minimum street section of 6' sidewalk, 0.5' curb, 9' parking lane, 10' travel lane, 10' travel lane, 0.5' curb, and 6' sidewalk. Street sections shall conform to the right-of-way standards in the City of Carnation Street and Storm Sewer Standards. The right-of-way width for ROAD B may be reduced to 48-ft if 10-ft wide utility easements are provided along both sides of the right-of-way. [Carnation Street Standards]

8. Underground electrical and communication lines shall be installed behind the sidewalks in utility easements a minimum 10-ft wide.
9. A paved cul-de-sac radius of 45-feet minimum is required at the end of ROAD C. [Carnation Street Standards]
10. Sight distance triangles shall be provided showing sight distance at all intersections including the Tolt Ave (SR-203) intersections. Areas within the triangles shall be clear of sight-line obstructions.
11. Residential driveways for the single-family detached homes shall be Type 1, consistent with WSDOT Standard Plan F-80.10-4. Driveway widths shall not exceed 18-feet wide or be less than 10-feet wide. [CMC 15.56.050]
12. Placement of mailbox structures shall be in conformance with Postal Service requirements, Post Master's approval of mailbox type and locations is required prior to construction start.
13. No portion of a cement concrete driveway for all homes, including single-family residence, townhomes, and duplexes, shall be within 5-feet of the adjacent property lines. [Carnation Street Standards]

Stormwater

15. Stormwater quality and flow-control best management practices are required for the proposed subdivision and shall be designed in substantial conformance to the Technical Information Report, (Exhibits 20, 21) and the 2014 DOE Stormwater Manual for Western Washington.
16. Individual lot infiltration systems, when proposed, shall be located a minimum of 10-feet from building foundations and property lines, these infiltration systems may be constructed concurrent with building construction. In-situ testing is required to determine the existing soils' infiltration capacity. [DOE Manual]
17. Temporary Sediment and Erosion Control and grading plans are required. Stormwater runoff from impervious surfaces shall not be directed towards City rights-of-way or adjacent properties. [CMC 15.64.220]
18. Interior side slopes of detention ponds shall not be steeper than 3H:1V unless fencing is provided.

19. Maintenance access to the pond cells shall be provided consistent with DOE manual recommendation and requirements. Landscaping of the ponds meeting the standards of the 2014 DOE Stormwater Manual for Western Washington is also required.
20. The pond sizes must be consistent with the Stormwater Site Plan analysis.
21. Groundwater elevation is expected to rise above the west detention pond bottom elevation. Therefore, pond design shall include provisions, such as the planned soil treatment liner, to prevent groundwater from seeping into the pond and to protect groundwater from stormwater runoff contamination. A Geotechnical Engineer must provide design recommendations as to prevent groundwater seepage into the pond.
22. The HOA shall be responsible to maintain the Plat's stormwater facilities through an agreement with the City of Carnation and for payment of all maintenance costs associated with the Plat's stormwater facilities including landscape maintenance which shall be provided by the HOA. Covenants, conditions, and restrictions shall be recorded requiring the HOA to contract with the City of Carnation or the City's designees or agents to maintain the Plat's stormwater facilities consistent with the Department of Ecology's Stormwater Manual for Western Washington and as recommended in the Plat's stormwater facility maintenance standards. The City and its designees shall be granted a permanent easement across the entire drainage tracts for maintenance of the facilities.

Potable Water

23. Water system improvements shall be consistent with the City's 2017 Combined Water and Sanitary Sewer Utility Technical Standards.
24. To provide water services for the proposed lots, a looped system with two connections is required. Proposed main lines shall connect to both the existing water main on Tolt Ave (SR-203) and the existing water main north of Road C, approximately 380 ft east of Tolt Ave. [CMC 15.60.200 & CMC 13.100]
25. A water main shall be installed within a 15-ft wide easement to the northeast corner of the proposed Plat for a future connection to a water line extension on the King County Parks (Trail) property.
26. Proposed water mains and service lines shall maintain the required minimum separation from proposed and existing sanitary sewer lines. [Carnation Utility Standards]
27. Metered water service shall be provided to landscaped Tracts to provide a means of irrigation within the Tracts and the frontage improvements. Maintenance and payment for landscaping and irrigation within Tracts shall be the responsibility of the Homeowner's Association (HOA) or jointly shared by the owners of the development. Installation of backflow prevention devices are required and shall conform to the requirements established by the Department of Health and the City. [Carnation Utility Standards]
28. New fire hydrant spacing and locations shall be in accordance with the International Fire Code and as directed by the Fire Marshall. Each new fire hydrant shall be fitted with a storz adapter. [Carnation Utility Standards]

29. Existing well(s) shall be properly decommissioned in accordance with King County Department of Health requirements.

Sanitary Sewer

30. The sanitary sewer improvements shall be designed by the Developer per the City of Carnation's Combined Water and Sanitary Sewer Utility Technical Standards and Aqseptence Group/Airvac's design manual. [CMC 13.100]
31. All lots shall connect to the City of Carnation vacuum sewer system. The Developer shall acquire side sewer permits for each lot connected to the City sewer system. [CMC 13.50 & CMC 13.70] Backflow valves shall be installed on all structures. [Carnation Utility Standards]
32. Proposed sewer mains and service lines shall maintain the required minimum separation from proposed and existing water lines. [Carnation Utility Standards]
33. Necessary easements or agreement to use the proposed connection point in front of the existing field house shall be obtained from the Riverview School District, or an alternative design to reach a connection point may be used. [CMC 13.100.060 & CMC 13.100.070]
34. Existing septic system(s) shall be properly decommissioned in accordance with King County Health Department requirements.

Other

35. Utilities shall be provided to each lot in accordance with CMC 15.60. All existing and proposed electric, telephone, cable, and communication lines on the site shall be placed underground. Overhead extensions are not allowed [CMC 15.60.350]. The utility designs shall include a trench detail and continuous underground warning tapes installed 12-inches above each utility line.
36. The telephone utility company must review the proposed plans and certify to the city that it can provide service that is adequate to meet the needs of the proposed use and every lot within the proposed subdivision.
37. The electric utility service provider must review the proposed plans and certify to the city that it can provide service that is adequate to meet the needs of the proposed use and every lot within the proposed subdivision.
38. Applicant shall provide a cut sheet in the civil drawing set with street light location, and information.
39. A Public Utility Extension permit is required for the sewer and water main improvements which shall be constructed per the City of Carnation Utility Standards. [CMC 13.100.070]
40. A drainage permit is required for the stormwater management systems. [CMC 15.64.230]

41. Side sewers shall be constructed per City of Carnation Sewer Standards. Side sewer permits are required prior to commencing side sewer construction. [CMC 13.70.040]
42. Prior to performing any work within a right-of-way, the person performing the work shall obtain a right-of-way permit from the Public Works Director, who may condition the permit as necessary to protect the public health, safety and welfare [CMC 15.60.030]. An on-site pre-construction meeting shall be held before commencing work within the right-of-way.
43. An application for Clearing, Filling & Grading is required [CMC 15.40.070]. A spill prevention and control plan is also required. [CMC 15.64.230]
44. A DOE Construction Stormwater General Permit is required. Conformance with the DOE Construction Stormwater General Permit shall be ensured with weekly monitoring and reporting of the site's best management practices for conformance of the Stormwater General Permit and SWPPP requirements including water sampling of stormwater discharged from the site. [DOE Stormwater Manual]
45. A geotechnical report, or addendum to the existing geotechnical reports, is required and shall include recommendations for: earthwork, reuse of existing soils, compaction, temporary and permanent slopes, utility construction, erosion and sediment control, wet weather work, hazardous material studies, level of risk for seismic-induced liquefaction, groundwater levels at stormwater flow-control and water quality facilities, and stormwater infiltration capabilities including applicable correction factors for infiltration facilities as recommended in the DOE Manual. [DOE Stormwater Manual]
46. Construction performance guarantees shall be provided in accordance with City of Carnation Street and Storm Sewer System Standards. Before utility extension and right-of-way permits are issued, the applicant shall furnish the City a performance bond to guarantee the full and complete construction and installation of the right-of-way improvements. [CMC 15.16.740]

Land Use and Zoning

47. Development of all lots within this subdivision shall be in accordance with all of the requirements of CMC 15.48, Density and Dimensions, including front, side, and rear setbacks and limitations on building height and on impervious surface.
48. Any new lot lines shall not result in the creation of a non-conforming setback. In any case where any structure would encroach into the setback of a newly created lot line, said structure shall be demolished or modified such that all setback requirements have been satisfied prior to final plat approval.
49. A minimum of two (2) off-street parking spaces per detached single-family residential lot shall be provided. Required parking spaces for townhomes and duplexes are based on number of bedrooms and will be determined at the time of building permit.
50. A Cultural Resources Report is required prior to any ground disturbing activity.

Public Facilities

51. A School Impact Fee as imposed by the Riverview School District for each individual lot shall be assessed at the time of building permit issuance and paid prior to final certificate of occupancy.
52. A Parks Impact Fee shall for each individual lot shall be assessed at the time of building permit issuance and paid prior to final certificate of occupancy.
53. A Transportation Impact Fee for each individual lot shall be assessed at the time of building permit issuance and paid prior to final certificate of occupancy.

General

54. Section 1.1.4 of the Carnation Design Standards and Guidelines requires_properties identified as gateway properties must provide 25' of Type C landscaping (CMC 15.76.040) along the front adjacent to SR 203.
55. Prior to issuance of the site disturbance and clearing permits, the Critical Areas Reports must be updated according to the following:
 - a. Impact assessment:
 - i. All grading within the buffer needs to be accounted for in the impact assessment. Restoration in place is the standard practice for temporary impact mitigation.
 - b. Conceptual mitigation:
 - i. Correct the reported enhancement ratio after separating accounting for permanent and temporary buffer impacts and mitigation.
 - ii. Ensure that the planting plan in the final mitigation plan set accounts for tree losses within the buffer.
 - iii. The final mitigation plan must demonstrate compliance with CMC 15.88.200(G) through (K).
56. All permit requests will be reviewed for compliance with applicable codes, ordinances, laws, rules and regulations prior to issuance of approval.
57. Current City of Carnation standard plan general notes, roadway notes, drainage notes, and erosion and sediment control notes shall be shown on the engineering plans submitted for approval.
58. In accordance with RCW 58.17.280, the project proponent shall obtain from the City a specific address for the new lots and place it on the final plat map.
59. The preliminary approval of this application will be valid for a period of five (5) years from the date of preliminary approval, together with any additional extensions that may be granted by changes to State law or City code. If all conditions have not been completed and a final plat has not been approved and filed within that period of time, the approval will expire and become null and void. No site disturbing development activities may commence until such time as all permits related thereto have been approved by the City of Carnation and a pre-construction meeting between the applicants, their contractors, and city staff has been held.

60. A Homeowner's association shall be created for the maintenance of any shared required outdoor areas or other open space, shared parking areas, and other common use areas, buildings, and utilities within the development.
61. As to the internal Unit Lot Subdivision for the duplex and townhome lots, notes shall be placed on the plat recorded with the County Auditor's office to acknowledge the following:
1. Approval of the design and layout of the development plan was granted by the review of the development, as a whole, on the parent site (stating the subject project file number if applicable).
 2. Subsequent platting actions, additions or modifications to the structure(s) may not create or increase any nonconformity of the parent site as a whole and shall conform to the approved development plan.
 3. If a structure or portion of a structure has been damaged or destroyed, any repair, reconstruction or replacement of the structure(s) shall conform to the approved development plan.
 4. Additional development of the individual lots may be limited as a result of the application to applicable development standards to the parent site.
62. There shall be no parking allowed on any of the tracts containing alley access to the townhouses and duplexes. The applicant must either provide "No parking" signage every 50' on each alley tract or paint the curb. Consult with the Fire Marshal's office for specific requirements.
63. Street trees must be planted along all public rights-of-way every 30'.
64. Access must be provided from the development to the Snoqualmie Valley Trail.
65. The 42 identified significant trees must be retained. Any significant trees that cannot be retained must be replaced a ratio of 1:1.
66. All applicable Shoreline Master Program policies and regulations as outlined in Appendix A shall be followed at all times during development.

SIGNED THIS __10th__ DAY OF __July_____, 2020.

Amanda Smeller

Amanda Smeller, City Planner
City of Carnation

Attachments:

Appendix A: Shoreline Substantial Development Permit Review/Analysis
Exhibit List
Preliminary plat map

MainVue Preliminary Plat Public Hearing (LP-19-0001) Exhibits List:

1. Master application
2. Preliminary plat applicant analysis
3. Shoreline Substantial Development applicant analysis
4. Special Use permit applicant analysis
5. SEPA Checklist, updated October 4, 2019 and resubmitted October 7, 2019
6. Preliminary plat map, updated September 24, 2019 and resubmitted October 7, 2019, updated April 4, 2020
7. Schematic Design
8. Typical lot layout
9. Certificate of Water availability, issued January 23, 2019
10. Certificate of Sewer availability, issued January 23, 2019
11. Legal description
12. Legal Description: Documentation of segregation
13. King County Assessor's vicinity map
14. 300-foot adjacent property owners
15. Traffic Impact Analysis prepared by Transpo Group, dated November 2018
16. Supplemental Traffic Memo prepared by Transpo Group, dated January 13, 2020
17. Critical Areas Report and Conceptual Mitigation Plan prepared by Essency Environmental, dated January 16, 2017, revised August 18, 2019, revised October 2, 2019, revised February 5, 2020
18. Floodplain Habitat Assessment prepared by Essency Environmental, dated February 9, 2017, revised August 17, 2019, revised September 30, 2019, revised February 5, 2020
19. Flood Hazard Analysis prepared by Barghausen, dated September 24, 2019, revised January 17, 2020
20. Stormwater Infiltration Evaluation prepared by Riley Group, dated January 23, 2017
21. Preliminary stormwater site plan prepared by Barghausen, dated January 17, 2020
22. Pre-application conference and write up, June 6, 2019
23. Notice of Complete application, June 19, 2019
24. Notice of Application for all applications, July 3, 2019
25. Affidavit of mailing Notice of Application, July 3, 2019
26. Snoqualmie Valley Record publication confirmation for Notice of Application, 7/5 and 7/12
27. Notice of Rezone Public Hearing and SEPA MDNS, November 1, 2019
28. Affidavit of mailing Notice of Public Hearing/SEPA MDNS, October 30, 2019
29. Email to parties of record for Notice of Public Hearing/SEPA MDNS, October 30, 2019
30. Email to agencies for Notice of Public Hearing/SEPA MDNS, October 30, 2019
31. Snoqualmie Valley Record publication confirmation for Notice of Public Hearing/SEPA MDNS, November 1, 2019
32. City of Carnation Critical Areas Map
33. City of Carnation Shoreline Environmental Designation Map
34. City of Carnation SMP Regulatory Channel Migration Zone Map (also shows shoreline jurisdiction)
35. Hearing Examiner Rezone Decision
36. Notice of Modified Application, February 14, 2020
37. Affidavit of mailing Notice of Modified Application, February 14, 2020

38. Snoqualmie Valley Record publication confirmation for Notice of Modified Application, February 14, 2020
39. Notice of Preliminary Plat, Shoreline Substantial Development, Special Use public hearing, July 2, 2020
40. Affidavit of mailing Notice of Preliminary Plat, Shoreline Substantial Development, Special Use public hearing, July 2, 2020
41. Comments from Peter Alm, WSDOT, dated July 1, 2020
42. Comments from Harald Weckwerth, dated June 30, 2020
43. Title Report